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MY HERITAGE

A collection of authenticated biographical sketches of the author's ancestors dating from the Thirty Years' War (1618-1648) and continuing in unbroken sequence to the date of publication (1947).

By

Morton McI. Dukehart

"The lines are fallen unto me in pleasant places; yea, I have a goodly heritage."

Psalms XVI, 6

Second Edition

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Morton McI. Dukehart

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Published in Baltimore, Maryland  
October, 1947

Serial No. \_\_\_\_\_

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OUR GOAL IS THE ATTAINMENT  
OF EXCELLENCE



1907075

This collection records our outstanding contributions of my ancestors to the political, military and scientific achievements that have promoted the development of our country from a wilderness to its present eminence.

The list includes the biographies of those collateral whose prominence command recognition.

To more readily identify events the volume is divided into "generations" in lieu of conventional chapters.

As early colonists of Maryland, Pennsylvania, New York and the Carolina, they were the quality of early enterprisers and they proved the ability of early frontiersmen in the weaving the Colonies.

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### Genealogical Chart

The following chart traces the author's line of descent through the recorded biographies:

- I Philip Frederick Antes (Palatinate of the Rhine)  
Anna Katherine Antes
- II John Henry Antes, Sr. (Pennsylvania)  
Christina Elizabeth Dewees
- III George Philip Dotterer, Jr. (Pennsylvania)  
Elizabeth Antes
- IV Henry Dukehart (Maryland)  
Elizabeth Maria Dotterer
- V Henry van Arden Dukehart (Maryland)  
Mary Ann Murphy
- VI Thomas Murphy Dukehart (Maryland)  
Mary Rebecca Cox Krebs
- VII Morton McIlvain Dukehart (Maryland)  
Nabel Woodland Comagys

NOTE - Roman numerals indicate





## PREFACE

This collectanea records many outstanding contributions of my ancestors to the political, military and scientific achievements that have promoted the development of our country from a wilderness to its present eminence.

The list includes the biographies of those collaterals whose prominence command recognition.

To more readily identify events the volume is divided into "generations" in lieu of conventional chapters.

As early colonists of Maryland, Pennsylvania, New York and the Carolinas, they evidenced a quality of manly rigor and enterprise that was awarded leadership in Colonial affairs. They promoted and developed pioneer industries, extended the frontiers of their Colonies, established townships and cities, weaving the Colonial Settlers into organized government.

As fighting men they defended the Colonists against aggressions of the Indians. They commanded Colonial troops in the Revolutionary War (1776) and again in the second War against England (1812).

During the War of the States they fought according to conviction in army and navy of both Union and Confederacy.

In the great world conflicts (1917) (1941) the family was ably represented by notable administrators and military men.

## Genealogical Chart

The following chart traces the author's line of descent through the recorded biographies:

I	Philip Frederick Antes Anna Katherine Antes	(Palatinate of the Rhine)
II	John Henry Antes, Sr. Christina Elizabeth DeWess	(Pennsylvania)
III	George Philip Dotterer, Jr. Elizabeth Antes	(Pennsylvania)
IV	Henry Dukehart Elizabeth Maria Dotterer	(Maryland)
V	Henry van Arden Dukehart Mary Ann Murphy	(Maryland)
VI	Thomas Murphy Dukehart Mary Rebecca Cox Krebs	(Maryland)
VII	Morton McIlvain Dukehart Mabel Woodland Comegys	(Maryland)

NOTE - Roman numerals indicate sequence of generations.





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## INTRODUCTION

HENRY BARON VON BLUME

### The Thirty Years Religious War

Probably the darkest pages in the history of the human race record the great European struggle (1618-1648) known as the "Thirty Years War," which marked the climax of the Reformation, closed the period of distinctively religious politics and replaced it with secular statecraft.

The religious peace of Augsburg (1555) effected no permanent settlement of controversies developed by the Protestant revolution. Its terms recognized only Catholics and Lutherans, resulting in violent enmity between the latter and the Calvinists. The relations between the Emperor and the German princes also were ill-defined.

A number of Protestant princes and cities founded, in 1608, the Evangelical Union for the defense of their interests and their faith, being met by the formation of the Catholic League under the leadership of Maximilian of Bavaria (1609) who published a manifesto guaranteeing to the Protestants of Bohemia free exercise of their religion.

In 1617, the Bohemian estates crowned Duke Ferdinand of Styria, the Hapsburg heir presumptive, as their king. Ferdinand had previously routed out Protestantism in his Styrian dominions and encouraged the Bohemian Catholics in aggressions against the Protestants, resulting in open conflict.

On May 23, 1618, a group of infuriated Protestant citizens, led by Count Thorn, entered the royal palace of Prague and hurled two odious representatives of the crown, Martinitz and Slavata, from its windows, exemplifying an ancient Bohemian method of punishment.

This incident is presumed to have inaugurated the religious wars that were to devastate Germany before the final peace of Westphalia (1648).

The thirty-year struggle resulted not only in the political disintegration of Germany, but scarcely any section of the empire escaped the horrors of the conflict. The people had been made the victims of a licentious soldiery whose excesses long remained a horrible memory.

Cities, villages and castles innumerable were burned to the ground; agricultural areas completely devastated. Germany lost over half her population and two-thirds of her wealth. Religion and morality sank to a very low level. The intellectual loss took generations to regain.

When peace was at last established new owners possessed the land while former owners, fearing to trust the governing faction, remained in obscurity.





## INTRODUCTION

Out of this dreadful conflagration a few noble spirits were reborn to bear the torch of reason and tolerance and it is a source of great gratification and pride when one realizes that among that noble company trod one's own forebears.

Henry, Baron Von Blume, a native of the Palatinate of the Rhine, born during the latter period of the Sixteenth Century, entered a monastery of the Church of Rome at an early age and became an Ecclesiastic. His cousin, a Baroness, entered the Roman Catholic Convent near Mayence, eventually being raised to the Mother Superior.

The baronial house of Von Blume fell during the year 1620 and the Baron, together with his cousin, the Baroness, left the Catholic Church, embraced Protestantism and were married.

Endeavoring to submerge their identity during the religious persecution and the terrifying war convulsions, they changed their German name "Blume" to the corresponding Greek "Anthos" (corrupted to Antes).

A while later, Philip Frederick Antes, direct descendant of the Baron, passed out of Germany and over the ocean to Pennsylvania, to be the progenitor of our family in America.

### JAN PIETRE deWEES

Grote said that Geography played a conspicuous part in the extraordinary development of the Greeks--in the Arts, Literature, Philosophy and the science of Government.

To a degree, this can be said of the Netherlands. This appropriate name was given to the flat mud plains formed by the deltas of three rivers: the Rhine, Maas and Scheldt.

Pliny, that shrewd old Roman commentator of beasts and men, said: "There the ocean pours its flood twice each day and produces a perpetual uncertainty whether the country might be considered part of the continent or part of the sea."

In 1516, Charles the Fifth was the most powerful potentate in the world. His domains comprised Spain, most of Italy, Franche Comte (Burgundy), all the Netherlands, Mexico and Peru, with all their vast riches.

His rule in Holland was not particularly harsh in the beginning and the people as a whole were contented until, under the guise of religious zeal, he transplanted in Holland the Spanish Inquisition and turned over the administration of justice to the Church.

From then on things began to boil. Terror reigned. No one was safe. The most innocent were charged with vile crimes and murdered ruthlessly. Charles, disillusioned and disgusted with life, abdicated, turning his vast empire over to his son, Philip.





## INTRODUCTION

If there was a grain of pity in Charles there was none whatever in his son. Bigoted, cruel beyond imagination, Philip determined to crush out once and for all the spirit of the Dutch.

The result was horrifying. Thousands left the country, but the Dutch were not subdued. It was during this period that William of Orange became the great antagonist of Philip.

The assassination of William, in 1584, was a serious blow to the cause but the struggle continued without cessation. The destruction of the great Spanish fleet off Malacca, in 1605, gave Holland supremacy in the East. Spain, now weary and exhausted, was ready to quit. A truce was signed in 1609.

Thus ended a remarkable chapter in the history of the human race: the emancipation of Holland and the decline of the Spanish empire.

History recites no tale more truly marvelous than that of the Netherlands. No people ever made greater sacrifices for principle or contributed more to human progress.

In the midst of the foregoing strife and turmoil there was born in Dortrecht, Holland (1565), Jan Pietre deWees, whose parents died when he was very young - probably victims of the ruthless Conquistadore. He was adopted by a family who gave him the surname deWees, a liberal translation of "orphan," it being the custom of the times to bestow surnames suggestive of family vocations or circumstances of birth.

It is an interesting commentary, when we realize their ancestors were born in an environment of marked contrast, that Christina Elizabeth DeWees, descendant of Jan Pietre, married Henry Antes, descendant of Henry Baron Von Blume.

Gerritt Hendricks deWees

First Paper Mill

Gerritt Hendricks deWees, his wife, Zytian, their sons, William, Cornelious and Lewis, and daughter Wilhelmina, descendants of Jan Pietre deWees, emigrated from Holland (Circa 1689), landing in New York, from whence they moved to Pennsylvania in 1690.

From the parish register of Lieuwarden Province, Friesland, Holland, we learn that "Wilhelmina Pietre deWees was born March 13, 1663."

William Ryttinghuysen (Rittenhouse), with his three sons, migrated to New York from Muhlheim in the Principality of Broich, Holland (Circa 1688), where for generations his ancestors had engaged in the manufacture of paper. As there were no printers at that time established in New York, he moved to Germantown where William Bradford had set up his printing press.





## INTRODUCTION

Here, in 1690, on a branch of the Wissahickon River, Ryttinghuysen built the first paper mill in the colonies, which he operated with his son Claus (Nicholas).

Richard Frame said of him that he "From linen rags good paper doth derive."

Records of the Reformed Church in New York note the marriage of Nicholas Rittenhouse, formerly of Armheim, and Wilhelmina deWees of Lieuwarden, Holland, (May 29, 1689).

It is also recorded (Philadelphia Record Office, Deed Book No. 1) that Herman op de Graff, agent of Dirck Sipman, resident of the city of Crefeld, in the county of Cologne, owner of five thousand acres of land in the Province of Pennsylvania, granted to Gerrett Hendricks deWees certain fifty acres of land situate in the German township line (Germantown) and adjoining land owned by William Reittinghausen and Dirck Keyser.

The records set forth that "the said Gerrett Hendricks deWees hereby binds himself and his Heirs and assigns yearly on the first day of the first month, commonly called March, to pay, unto the said Dirck Sipman, his Heirs and assigns forever, 2 Rix dollars (a Dutch silver coin legal tender at  $2\frac{1}{2}$  gulden - \$1.005) or two Pieces-of-Eight (Spanish-American dollars of eight reals) the payment of which yearly rent to be made in the year 1691 on the first day of March."

Thus was established the homestead in which was reared one of the most prominent families of the Pennsylvania Colony.

### The Dotterer and Fischer Families

During the early part of the Eighteenth Century (Circa 1730) George Philip Dodderer, Sr. and Jacob Fischer, together with their wives and children, migrated from the German Palatinate of the Rhine to the Pennsylvania colony.

Shortly after establishing their homestead in the New World, George Philip Dotterer's son, Johann Michael, married Anna Maria, daughter of Jacob Fischer.

In due course of time the oldest son of the latter union, George Philip Dotterer, Jr., was united in holy matrimony with Elizabeth, daughter of Henry Antes (descendant of Henry Baron Von Blume) and Elizabeth DeWees, thus bringing in close relationship the Antes, DeWees, Dotterer and Fischer families.

Subsequent records proclaim the marriage of Henry Dukehart of Baltimore town to Elizabeth Maria Dotterer (Sept. 20, 1784) daughter of George Philip Dotterer, Jr., and establishes the author's direct line of descent from the above four colonial families.

The following biographical sketches trace the intimate lives





## INTRODUCTION

of our pioneer ancestors and their descendants, authenticating the background that promoted their prominence in the development and preservation of our nation.

\* \* \* \* \*



## GENERATION I

## THE ANTES FAMILY

Philip Frederick Antes, Sr.

During the year 1677, William Penn the Quaker, in company with George Fox, Robert Barclay, George Keith and others, made an intensive proselyting tour through Germany, securing a sympathetic hearing of their religious propaganda, especially interesting the Moravian sect and arousing their hopes for a land of religious liberty. Shortly thereafter (1681), Penn received from the King of England a grant of land named by the King "Pennsylvania."

The Frankfort Company, formed by ten prominent Mennonites (1682), all residents of Frankfort-on-Main, with the object of procuring a refuge in Pennsylvania for their friends and religious associates, arrived on the shores of the Delaware River with twenty German and Dutch families (1683), under the leadership of F. Daniel Pastorius, and were soon followed by many others.

Approximately eight thousand acres of land were purchased from William Penn by the Frankfort Land Company, comprising the Germantown and Manatawny patents. Germantown was laid out (October 25, 1685) and incorporated by the Assembly as a borough (1689).

## Falkner Swamp

An additional grant of 22,377 acres was patented to the land company by Penn (October 25, 1701). A parcel of the latter tract was acquired from the land company's agent, Daniel Falckner, by John Henry Sprogell (1708) for "five hundred pounds, current money of Pennsylvania - paid in silver coin."

The subdivision, afterwards known as Falckner Schwamm (Falkner Swamp), comprised the fertile meadow, or bottom lands, bordered the south bank of Swamp Creek which follows a winding course through the South Mountain's valley, finally emptying into Perkiomen Creek.

Many pioneer families established their homesteads in the Falkner Swamp district, eventually developing within its confines Hanover, Frederick and Douglas townships.

Bertolets Burial Ground, where many of the early settlers are laid to rest, is situated at the west end of Frederick township. Pottstown, Montgomery County, is within six miles distance.

. . . . .

Continuing wars in Europe created a scarcity of provisions, eventuating in actual famine. In addition, religious oppression by the different governments, with repeated changes in the confession of faith, especially in the Palatinate, awakened among the masses a desire for the land of liberty.





## THE ANTES FAMILY

Queen Anne, who succeeded King William on the throne of England (1702), was a zealous Protestant and extended an invitation to the persecuted Palatines to make their home in her colonies, promising free transportation and good land without price. The result was a great migration of the Palatines, first to England, then to America, and in a short time, approximately thirty thousand Germans migrated to our shores.

The distress in Germany seems to have reached its climax in the dreadful winter of 1709 when thousands died of cold and starvation.

Philip Frederick Antes, grandson of Baron Von Blume, together with his wife, Anna Katherine, their son, John Henry Antes, and daughter, Maria Elizabeth, migrated from Friensheim, Germany, to Germantown during the early part of the Eighteenth Century.

The Land Office of the Pennsylvania colony records that Frederick Antes (written Anttos) of Germantown, purchased from Heinrick Van Bebber 154 acres of land (February 2, 1722). Another entry in the same office records the purchase of three hundred acres in Limerick, called "Darby Greens" (1724), evidencing he possessed sufficient capital to comfortably establish himself and family when he arrived.

Records in the Reformed Church of Freinsheim, Palatinate of the Rhine, Germany, identify as members of its congregation Philipp Freiderich Antes, Ehefrau Anna Katherine (wife), and baptismal dates of their kinder (children): Johann Henrich (17 Juli 1701), Johann Jacob (17 Okt. 1703), Johann Sebastian (14 Sept. 1706), Konrad (25 Aug. 1709, Marie Elizabeth (29 Marz 1711).

The above records of the Reformed Church in Germany (1716) and Land Office records in America (1722) definitely place arrival of the family in Germantown (circa 1721).

Shortly after his arrival in America, Philip built and operated an inn in Frederick township on the road between Germantown and the Blue Ridge Mountains, serving the settlers and traders dealing with the Indians of the "Six Nations," who at that time were scattered all over the western part of the colony. The Antes inn was a large, well built, two-story log house with two chimneys placed toward the middle. In the public room was a large fireplace where, in cold weather, the traveler-guests gathered around a fire of blazing logs, swapping yarns and sipping their toddy. In the kitchen was a large fireplace and on its raised hearth were hung numerous covered pots and long-handled pans used in cooking, with larger pots hanging from the crane. Rooms occupied by the family were each equipped with smaller wood-burning fireplaces.

The last will and testament of Philip Frederick Antes (August 15, 1746) left his land to his son, Henry, including all his plantation in Hanover township "with all ye buildings thereon,





## THE ANTES FAMILY

and 20 acres alongside of said line of ye said \*Henry Diringer and Jos Bitting together with the appurtenances. Provided always that my said wife shall have eight bushels of wheat and seven bushels of rye delivered to her use yearly and every year at her request, and to have one cow and two sheep kept yearly on said plantation for her use, and privilege to raise a calf to her use until it is one year old. My said wife is only to provide hay for the keeping of said stock. My said wife to have one-quarter acre sown with flax, one-third of the fruit from the orchard and one-fourth part of the garden for her use. And my said wife shall have my lodging room to dwell in and her necessary use of the fireplace during all the term of her natural life, if she so long continue sole and unmarried."

He was buried on the farm of his son, Henry, in Frederick township, about twenty-five miles from Bethlehem and one mile from Antes Fort Station on the Philadelphia and Erie Railroad.







Edison, however, he was unimaginative, and so remained content with the percussion system of firing for his weapons. He thoroughly despised the introduction of the breech-loader. His motto was to live to improve the old, and not to speculate on the new.

Upon the death of Henry Deringer, a plaster cast of his face was made, but the location of the cast today is not known, and it is most probably lost.

He was an intimate friend of General Jackson, "Old Hickory," and this friendship proved to be of inestimable benefit to Deringer in the sale of firearms to the United States Government.

Deringer was an ardent and active Democrat, and it is told that he would even go so far as to close his factories and march his men to the poles to support the cause.

Henry Deringer died in February, 1869, at the age of 82, leaving an estate of several hundred thousand dollars. His heirs continued to manufacture his weapons, his son Bronough Deringer (who died a few months later), his daughter, Mrs. Clark (who died the following year), and his son-in-law, Dr. Clark, being in charge. In the course of time, Deringer's grandson, I. Jones Clark, became the new manager, and, being wealthy, he introduced all new modern machinery into the factory, bringing its capacity up to 1000 pistols a week.

Deringer's sons neglected to cooperate at the beginning of the Civil War, or they could have become the Krupps of America, as they had the largest munitions plant, aside from the Government armories at Springfield and Harper's Ferry.

Due to the ill health of Clark and reduction of profits as a result of close competition, the factories were finally closed, the properties remained in the hands of the descendants, as records of 30 years ago would indicate.

We shall turn now to the types of firearms that Deringer manufactured. Many Squirrel rifles were made and traded to lumbermen on the Delaware River for lumber which was later exchanged for cash at a profit.

A list of available records of Government purchase is as follows: March 17, 1814—2000 Yerget type rifles, delivered in August, 1815, used by Tennessee and Kentucky Riflemen at New Orleans, defeating the Duke of Wellington. July 23, 1814—1800 rifles, delivered December 8, 1820. April 3, 1821—2000 rifles, delivered July 2, 1823. August 28, 1823—3000 rifles, delivered August 19, 1829. April 3, 1821—2000 rifles, delivered February 23, 1732—1200 rifles. March 17, 1840—6000 rifles, delivered January 14, 1846, used in the Mexican War.

The first are flintlock pistols similar to S. North's, which are now valued

at about \$285. each. Deringer also made percussion "USR" (mounted rifles) and "USN" (navy) pistols of the boxlock model of 1843. He made a few cartridge pistols (a rim-fire .32 that I know of), but they are rare and very valuable.

Dueling pistols were needed and frequently used by rival politicians. Also, in the South, they were considered an indispensable household fixture and were included as such in the equipment for all newlyweds. Southern belles carried Deringers conveniently tucked in their costumes when on their rides. The Philadelphia Deringer was most popular among the Forty-niners, both gold miners and gamblers. The popularity of the Deringers made the demand greater than the supply, whereupon imitation Deringers were made, using an extra "r" in Deringer (Derringer) in order to avoid infringement and suit. Catalogs of many companies used the name Deringer for all single-barreled pistols. This especially irritated Deringer. Imitations were made in Europe as well as in America.

An interesting case was that of A. J. Plate, who was a Deringer agent in San Francisco. He sent to Philadelphia for some Deringer employees (I believe E. G. Owens was the manufacturer), and started to make an exact duplicate. His method of avoiding infringement was this: He searched through a San Francisco directory and found one Mr. J. Deringer, a tailor, no relative to the original H. Deringer. Plate borrowed the use of his name to put on these new imitations, paying him a royalty on each pistol made. This, of course, amounted to a handsome income for the tailor.

Deringer thereupon established a new agent in San Francisco, Charles Curry (Later N. Curry & Brother). Other recognized agents and their locations are listed below. Undoubtedly there were still others. Tomes, Melvain & Co., N. Y.; A. B. Griswold & Co., Memphis; Calhoun & Co., Nashville; A. J. Millspaugh, Shreveport; Wold & Durringer, Louisville; A. J. Plate, San Francisco; C. Curry, San Francisco; A. J. Taylor & Co., San Francisco; Hyde & Goodrich, New Orleans; M. Galt & Brothers, Washington, D. C.; J. B. Gilmore, Shreveport, La.

Deringer now raised the price of his pistols from \$5. to \$10. per pair.

John P. Lower, agent, brought in and displayed to Mr. Deringer a Number One National Deringer, caliber .41, after examining which Mr. Deringer looked up over his cocked spectacles, exclaiming "The damn thing won't shoot straight." Whereupon Mr. Lower and Dr. Clark went and tried this new breech loading rim-fire cartridge pistol on a target with very good results, with which they returned to Mr. Deringer. With expletives that would do credit to

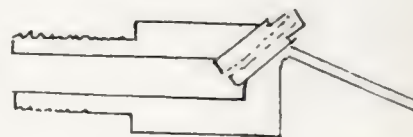
the soldiers in Flanders, Deringer exclaimed "Dammit, they must quit doing this!"

Deringer had a water powered branch factory on Mill Creek, eight or ten miles from Philadelphia, where they forged barrels, bayonets, and sabers for cavalry. They often bought barrels 40 or 48 inches long and cut them into one-and-a-half and ten-inch pieces. The genuine Deringer barrel was made of iron, while imitations were usually made with Remington steel, thus taking a better finish.

Below are two drawings showing the only two types of breechplug used by Deringer.



To 1857



1857 On

There were about 10,000 of these genuine Deringers manufactured, but it is safe to say that many times that number of the imitation variety were made.

In addition to these imitations many were made without any name on them whatsoever. Others that are made and signed are as follows: H. E. Dimick, St. Louis; Bruff, New York; Seaver; Fr. J. Bitterlich & Co., Nashville, Tennessee; (he made two varieties—an early variety without trigger guard and the ones with the standard trigger guard), R. Constable, Philadelphia; J. E. Evans, Philadelphia; Deringe; E. K. Tryon; John Crider; Robinson & Crider; A. Wurflin; Slother & Co.; Schneider & Glassick; Glassick & Co.; Jesse S. Butterfield, Philadelphia; Fairbanks, Boston; G. Erickson, Houston, Texas; R. Myers, Southerland; Gillespie; Monahan & McDaniel; Ruffs; J. F. Tumpler, Little Rock, Arkansas; T. F. Guyon; Klepzig & Co.; Bruff; C. Sutter, Selma, Alabama.

The above is all that I have had the evidence of, and any additional information, as well as correction of possible errors, will be greatly appreciated. If I have given any new material to fellow collectors, thereby adding to their personal interest in these romantic little pistols, I will know that my efforts have not been in vain.



# FIREARMS

## *The Philadelphia Story*

By HARRY L. HANSON

**J**UST as Lancaster, Pa., was the birthplace of the so called Kentucky rifle, as well as the center around which a very large proportion of their varieties were made, so is Philadelphia, Pa., the birthplace of the Deringer, commonly called the Philadelphia Deringer, which includes the originator of this most interesting little firearm, Henry Deringer, together with his imitators, both with and without named makers.

In offering the following information, I make no pretense that these are the last words to be said relative to this rather common, but highly interesting firearm. My desire is mainly to stimulate interest along this line among many fellow collectors, as well as give, to beginners especially, what information that has been my fortune to collect. My research in several fine local gun libraries yielded an unfortunately small amount of information, including contradictions and falsehoods. The sifted facts are herewith offered as a foundation upon which other collectors who have access to other references may build a more thorough study. I am indebted, in the main, to the following sources of bibliography: G. Elsworth Brown, I. Jones Clark, John P. Lower, Charles Z Tryon, Ordnance Department, U.S. Army, Far West Hobby Shop of San

Francisco, James E. Serven, many of my grand friends, etc.

Henry Deringer, designer of the firearms which were the originals of a type later imitated by many manufacturers who used his name for any short pistol, and particularly for short single-shot pistols, regardless of type of firing mechanism, was the son of German parents who settled in Easton, Pa., where he was born on October 26, 1786.

When he had grown to working age, he was apprenticed to firearms makers at Richmond, where he made

rifles and other guns until 1806, when he went to Philadelphia and became a manufacturer in his own right, continuing his activities until after the Civil War.

He was married to Miss Eliza Hillebush, to whom all of his friends have given the credit of being the architect of his fortune. His marriage was blessed with four sons and six daughters, all of whom lived to a reasonable old age.

It may be of interest to note some of the characteristics of this interesting gentleman. He was a shrewd trader, but he possessed a peculiar disposition which made it difficult for his associates to get along with him. He was arbitrary, stubborn, and ambitious; like Edison, he was an inexhaustible source of energy. Unlike



Harry L. Hanson's collection of several hundred firearms contains about 60 Deringers of which these are representative. The top eight are all genuine Henry Deringers. Each of the left top two have rammers underneath the barrel, and the cap box in the butt of the grip.

The front right hand specimen is without rammers, but still retains the trap door for cap box in the butt. The lower left hand two are an identical pair, as marks indicate, and are similar in size, caliber, etc., to the one the assassin used in the murder of President Lincoln. This gun is six inches overall in length and .42 caliber.

The little one at the bottom of the picture is about three inches overall with a barrel one and one-half inches long. It is one of the J. Deringers imitations made in San Francisco.





## GENERATION I

## THE DeWEES FAMILY

## William DeWees - Louis DeWees

William, oldest son of Garrett and Zytian DeWees, moved to Germantown in 1690 with his sister, Wilhelmina, and her husband, Nicholas Rittenhouse, and was employed by his brother-in-law as an apprentice in his paper mill which was located "in a beautiful and secluded valley in that part of Philadelphia County known as Roxborough, where a rivulet called Paper Mill Run empties into the Wissahickon Creek about two miles above its junction with the Schuylkill River." The manufacturing of paper apparently developed into a very lucrative business enterprise as we learn that William, the apprentice, was not only an apt student of paper making but a canny business man, as evidenced by his building a second mill, in 1710, on the west side of Wissahickon Creek near the line of Montgomery County. Here was established the settlement of Crefeld, named after his old home in Germany immediately across the Dutch frontier.

On the fifteenth day of December, Anno Domini One Thousand Seven Hundred and Thirteen, William DeWees sold to Nicholas Rittenhouse and three others his paper mill and one hundred acres of land "with all the singular the improvements, tools, iron potts and every other thing or things whatsoever belonging to the Paper Making Trade together with the Dwelling House, Buildings, Edifices, Orchards, Gardens, Fields, Fences, Meadows, Swamps, Cripples, Woods, Underwoods, Timbers and Trees, Waters, Water Course, Commodities, Privileges, Improvements and Appurtenances whatever to the said 100 acres, etc."

Sixteen years later (March 16, 1729) William DeWees, in partnership with his son-in-law, Henry Antes, purchased property in Crefeld consisting of 93 acres, 3 roods, 20 perches, grist mill, two pair of stones, two bolting mills and a mill house built and erected, found and provided at the joint and equal cost and charge of William DeWees and Henry Antes. Digging and making dams and mill race and providing and putting gears of the paper mill were at charge of William DeWees. For the money and labor expended by Henry Antes and 25 pounds, the one-half interest in the Grist mill and ground is conveyed to Henry Antes, the Paper mill to be only served by the over plus water when the Grist Mills are supplied."

William DeWees lived on this tract from the time he took possession until his death in 1745. Henry Antes remained until he purchased another mill from Hagerman, near the branches of the Perkiomen in Hanover Township, about 1734.

Subsequently, William DeWees, the paper maker, became a prominent real estate dealer. He owned and sold lands, mills and houses. He served the Colony as Sheriff and Justice of the Peace.

The following anecdote is related of William DeWees while he was Sheriff:





## THE DeWEES FAMILY

## (Anecdote)

"The 28th of November, 1704, Daniel Falkner coming into Court behaved himself very ill, like one who was last night drunk and not having yet recovered his wits. He railed most grievously on the Recorder, Simon Andres, and the Bailiff, Aret Klicken, as persons not fit to sit in the Court. He challenged Peter Shoemaker, one of the judges on the bench, to come forth, and more like enormities. The Sheriff, William DeWees, telling him he would not do so in Philadelphia, the said Falkner himself answered 'No, not for a hundred pounds;' and after abundance of foul language, when the Court bid the Sheriff and the Constable to bring him out, he went himself crying, 'You are all fools,' but afterwards, coming again, the Court ordered him to pay his fine for having of late been extreme drunk and answering for the many abuses offered to the Court."

William DeWees married Christiana (Catrene) Meels, by whom he had five sons: Garrett, William, Henry, Cornelius and Philip, also three daughters: Christina Elizabeth (who married (1) Henry Antes, (2) Bernard Dotterer), Margaret and Mary. He died March 3, 1745, his wife following shortly after, in 1749. Both were buried in Concord or Upper Burying Ground, at Germantown.

## Louis DeWeese

Louis, youngest son of Garrett and Zytian DeWees, added an "e" to the spelling of his family name. He moved from Philadelphia to Kent County, Delaware. Court records show he purchased a tract of three hundred acres of land on the north side of Fishing Creek, "Mispillion Hundred," from Joseph Pidgeon, agent of the Philadelphia Land Company (May 24, 1727) and that he resold this tract to his son, Cornelious, for fifty pounds (May 8, 1739). No evidence has been developed in either State or family records making further reference to him or his family.





## GENERATION I

## THE DOTTERER FAMILY

George Philip Dodderer, Sr.

George Philip Dodderer was the first recorded member of his family to land in America. With his wife, Veronica, and six children: Michael, Hieronimus, Barbara, Bernhard, Anna Elizabeth and Conrad, he migrated from the German Palatinate of the Rhine to the new world settlement in Pennsylvania during the early part of the Eighteenth Century.

It is recorded that George Philip Dodderer purchased of Hans Neues one hundred acres of land (Dec. 22, 1722), an additional fifty acres from the same source (Feb. 3, 1725), and one hundred acres of the proprietories (March 24, 1738).

These three purchases were adjoining tracts, forming a plantation of two hundred and fifty acres of fertile land, located on the east and west sides of Society Run in the present Frederick township, Montgomery County, Pennsylvania. Here, under the protecting branches of a large buttonwood tree and adjacent to a large, clear spring, he erected a home built of logs. In this wilderness, with primitive farming instruments and a few domestic animals, he made his home and raised a sturdy family that became conspicuous in the pioneer development of the country.

Hans Neues was a large landowner. He was not a dweller upon the land he sold Dodderer and tradition avers that George Philip Dodderer was the first settler on the banks of Society Run and that Indians were his only neighbors at that time.

In the first and second land conveyances, the grantee is described as "George Philip Duddra"; in the last conveyance as "George Philip Totherah."

Spelling the name of our branch of the family eventually developed as "Dotterer."

### Family Traditions

To quote Dr. Henry S. Dotterer, an authority on the Dotterer history: "In order that unwritten reminiscences of experiences by our pioneer ancestor with the Aborigines, as handed from father and son for more than a century and a half, may not be lost to posterity, they are here given substantially as received from the late Michael Dotterer who was reared in the vicinity."

"Our immigrant ancestor was the first settler in this neighborhood. There were no roads so that he and his family, comprising wife, four sons and two daughters, made their way to their new home on foot by breaking a trail, along Swamp Creek and Society Run, through the forest."

"The Indians in the vicinity frequently visited their new paleface neighbors and soon established friendly relations. At







Farm of George Philip Dotterer  
located near Pottstown, Pa.  
on Society Run  
Purchased in 1722-1738  
As it appears today (1946)





## THE DOTTERER FAMILY

times they solicited permission to take the Dotterer children to play with their papooses - a request our foreparent feared to grant yet dared not refuse. It was soon learned that the Indians cared for the little palefaces the same as their own offspring. The Indians had a way of fastening the children to branches of trees, bent down for the purpose, and swinging them to and fro in the air. Indian and white children were served the same food, prepared in a wooden trough carved from the trunk of a tree. At the close of the day the Indians would bring the children back to their parents' home and no instance is remembered of bad faith on the part of the natives."

"The Dotterers had several pigs which were the objects of much curiosity to the Indians, who had never seen any before. They came daily to the settlers' clearing, bringing acorns for the sow and her family."

"Seeking to preserve the good will of their savage neighbors, our ancestor thought it politic to present them a pig, which was carried home with evidences of great appreciation."

"One day, Father Dodderer treked through the forest to visit the Indian camp. To his amazement, he found one of the squaws squatted on the ground in the sun nursing both her papoose and the little pig, the child looking distrustfully at its rival, but the pig seemed quite contented."

"At this early period, the nearest grist mill was the one owned by William DeWees, located on the Wissahickon, some thirty miles away. As Indians covered ground very rapidly, they were employed by the white settlers to convey their grain to the mill. They would carry a bag of grain for the payment of a piece of tobacco, starting in the evening and returning with the meal the following morning."

"His will, recorded in October, 1741, bequeathed the home plantation with all land, houses and barns to his youngest son, Conrad, but before his death he deeded his whole property to Conrad with the proviso that his sisters and brothers be paid a specified cash settlement as their share of the estate."

"George Philip Duddra died in Frederick township, Philadelphia County (now Montgomery County) November 6, 1741, his wife, Veronica, passing away on October 20, 1752."





## GENERATION I

## THE FISCHER FAMILY

## Jacob Fischer

One of the first settlers of New Goshenhoppen, in the Pennsylvania Colony, was Jacob Fischer. He came from Freinsheim, an ancient town in the Palatinate, located on the plain west of the River Rhine in Germany.

When Rev. John Henry Goetschy, in 1731, if not earlier, opened the church book of the Reformed Congregation of New Goshenhoppen ("Neu Coschenhopen") he entered in the list of heads of families the names of Jacob Fischer and Herman Fischer, father and son respectively. Jacob, the father, married Sophia Elizabetha. Records establish their residence as early as 1726 and perhaps several years before. Herman, the son, married Margaret Mack.

As was the custom of the immigrants, Jacob acquired land. He established a home in what is now Upper Hanover township. Under a warrant dated February 5, 1733, there was surveyed (February 14, 1734) to Jacob Fisher a tract of 300 acres of land situated in New Goshenhoppen (written Cowissioppin), in Philadelphia County. By deed poll, January 17, 1737, he transferred to his son, Herman Fischer, the moiety of this tract, say  $150\frac{1}{2}$  acres and allowances, which was bounded by land of Michael Ziegler, Leonard Ox, Burgert Hapman, George Welgar and Jacob Fischer. It was subject to a yearly quit-rent of half-penny sterling per acre, or the value thereof in coin current.

Jacob Fischer died on the 8th of March, 1748. His wife died before this date. An interesting controversy arose as to the distribution of his estate. He made a will dated April 18, 1747, in which he bequeathed to his eldest son, Herman, 15 pounds Sterling Pennsylvania money; to his granddaughter, Anna Sophia Dotterer, ten pounds Sterling; to his granddaughter, Sophia Wiand, 25 pounds Sterling and some household articles, and to his son-in-law, Wendell Wiand, the rest of the estate.

David Shultze, the stand-by of the country people in legal matters in those days, made a lengthy statement to the court at Philadelphia, in which he took grounds against the unfair provisions of the will and urged that it be set aside, although he had himself drawn the will. From this interesting document we learn that Herman Fischer was the oldest son; that Anna Maria Fischer, wife of Johann Michael Dotterer, Sr., was the oldest daughter; that Anna Margareth, wife of Wendell Wiand, was the youngest daughter, and that these three were the only children living in 1748. Two sons and a daughter died in infancy.

The wife of Jacob Fisher, before her death, declared that the estate had been chiefly derived from herself and that she desired the children to divide it peaceably among themselves. It appeared, too, that her husband, Jacob, was of a changeable temper and, in his later years, of defective memory. In consequence of these representations the following order was made:





## THE FISCHER FAMILY

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"Jacob Fischer, dyed 8 March, 1784, but before his death signed and sealed a Paper purporting to be his last Will and Testament dated 18 April, 1747, at which time and long before and after, he had lost his Memory and understanding--which the Exors being conscious of have renounced the Execution of the Will and Exorp. Therefore, I apprehend that the said Jacob Fischer dyed Intestate and that, Adm'n of his Goods and Chattels ought to be granted to the next of Kin of said deceased to One or more of them in equal Degree at ye Election of the Regr. Genl."

J. Moland"

1 Novr. 1749.



## THE VOYAGE OF THE IMMIGRANTS

From the Palatinate of the Rhine  
to Germantown, Pennsylvania

A typical voyage from the Palatinate to the New World is described by a contemporary:

"The Colonists embarked at a port on the Rhine during the month of May. From Heilbronn to Holland thirty-six stops were made for customs examinations, consuming from four to six weeks in the trip down the Rhine to Rotterdam, where they were again detained from two to four weeks.

The next stop was Cowes, England, where a thorough examination was made and customs collected, generally consuming about ten days until the complete cargo was loaded.

Only a few of the voyagers anticipated the demand on their scant finances and provisions to meet the elapsed time prior to the actual passage across the ocean to Philadelphia, which consumed an additional eight to twelve weeks.

Accordingly, when food and comfort were most needed during the rough passage across the high seas, many found themselves suffering from the pangs of hunger and in dire distress from sickness and want."

To quote: "During the voyage a deplorable condition existed aboard ship--stench, mould, vomiting, diseases incident to the sea, fever, diarrhoea, scurvey, soreness of the gums caused by the strongly salted food and meat and by the foul and dirty water of which many become wretchedly sick and died."

"The misery reached its highest pitch during a storm of several days duration. Fears for their safety begat quarreling, lamentation, shrieks and prayers in dire confusion.

When the ship neared the New World and passengers discerned the shore many wept for joy and prayed and sang to the good Lord in gratitude and praise.

But alas, when the boat docked at Philadelphia no one was permitted to leave the ship without money or sureties for their passage.

Local Englishmen, Hollanders and Germans came to visit the newly arrived ships and bargained with the immigrants, agreeing to pay for their sea passage in exchange for an indenture, or bond, binding the immigrant to render services in the colony without wages for a stated period of time. Those under age were required to serve until they were twenty-one.

A similar system of servitude was employed in the Maryland and Virginia colonies, from which evolved the term 'Indentured Servant.'

Many of the newcomers built homes on the hills above the city





and in the cliffs of the Wissahickon, until Germantown was like one of the towns of their fatherland. The more unfortunate ones dwelt in booths under the shelter of forest trees, some in log huts and in caves dug out of the banks of the river, pending the acquisition of land and home sites.

Scholarly men, enraptured with an ideal hermit life, built themselves hermitages and, in solitude or communities, gave themselves to the contemplation of holy things.

Some of these men had thorough university training, also the vigorous health of unimpaired manhood. A number were financially independent."

German Immigrants' Oath of Allegiance  
to the Province of Pennsylvania

Many immigrants, on arrival in America, grateful for the refuge afforded them, willingly took the oath of allegiance drawn up by Patrick Gordon, Lieutenant Governor of the Province (September 21, 1727):

"We, the subscribers, natives and late inhabitants of the Palatinate upon the Rhine and places adjacent, having transported ourselves and families into this Province of Pennsylvania, a Colony subject to the Crown of Great Britain, in hope and expectation of finding a retreat and peaceable settlement therein, do solemnly promise and engage that we will be faithful and bear true allegiance to his present Majesty, King George the Second, and his successors, Kings of Great Britain, and will be faithful to the Proprietor of this Province and that we will demean ourselves peaceably to all of his said Majesty's subjects and strictly observe and conform to the laws of England and the Province to the utmost of our power and the best of our understanding."





## GENERATION II

## THE ANTES FAMILY

Henry Antes, Sr. (1701-1755)

Henry Antes, christened Johann Henrich Antes in the Reformed Church of Freinsheim, Germany, was reared in the Rhenish palatinate, migrating to America (1722) with his father, Philip Frederick Antes.

Having light hair, blue eyes and a powerful frame, he was reputed to have borne close physical resemblance to his forebear, Henry, Baron Von Blume.

An excellent shot, he was exceedingly fond of hunting the deer, bear, and other wild game abounding in the neighborhood of his homestead.

Donning his deerskin suit comprising leather leggings, breeches, hunting shirt and fur cap, he would sally forth into the virgin forest, there to spend a week or more at his favorite pastime.

When friends commented on his proficiency and success as a hunter he was prone to reply, "When I go hunting I stay until I get what I went for," tersely citing fundamental principles that formulated his successful life.

He married Christina Elizabeth DeWees (February 2, 1726), daughter of William and Anna Christina Meels DeWees, by whom he had six sons and five daughters.

A clever business executive, skilled in the preparation of legal documents, he became a trusted counselor. Early in life he established sympathetic and friendly relations with the Indians of various tribes composing the Six Nations, whose camps were scattered over the western part of the colony.

In times of peace they gave little trouble, but when at war they were a serious menace to the white settlements and the Pennsylvania authorities frequently commissioned Henry Antes to mediate disputes between the Indians and the settlers.

In partnership with his father-in-law, William DeWees, he built the first grist mill erected in the colony, located at Crefeld. He purchased a second mill in Hanover near the branches of Perkiomy Creek, a tributary of the Schuylkill River (1734). It was made of logs and contained several living rooms besides the main mill room. Here he resided with his family until his stone dwelling house was finished. Afterwards these rooms were occupied by the miller and his wife, also by customers obliged to remain overnight while awaiting the grinding of their grain.

The Antes home was built in the old Dutch style of architecture. The lower part was of stone and the upper part of wood, with the sides projecting and terminating in gables. The plan provided abundant room and comfort.





## THE ANTES FAMILY

His mill ground flour for the Continental Army when stationed at Camp Pottsgrove (1777). The stone dwelling was occupied by General Washington as his headquarters (September 18, 1777) and was still standing in 1911.

Henry Antes was deeply religious, at the same time credited with being unusually broadminded and singularly free from prejudice and bigotry.

Raised from childhood in the membership of the Reformed Church, he became interested in organized unity of manifold religious sects, predicated on the reasons "if earnest men in various sects could be brought together, some of the differences in doctrine might be conciliated, accepted as valid, and deserving of respect and religious service." In compliance with these convictions he formed the "Associated Brethren of Skippack," comprising a group of his followers.

During this period he met Bishop August Spangenberg, a Moravian minister, newly arrived in the colony from Georgia. He besought the Bishop to outline the distinction between the Moravian faith and the Unity of Brethren. "The two names have different origins," explained the Bishop, "but they have come to mean the same thing," adding, "When descendants of the ancient Unitas Fratrum, or Unity of Brethren, fled from Moravia to Saxony seeking religious freedom and founded Herrnhut on the estate of Count Nicholas Louis von Zinzendorf, the neighbors called them the Moravian Brethren."

The Bishop further stated that "the first Moravian Colony in America was established in Georgia through the influence of Count Zinzendorf; also at the time he left Savannah the Moravians were planning a school for the Indians, with General Oglethorpe bearing the expense for the Trustees and John Wesley furthering the project."

During the war between England and Spain (1737), which threatened to involve English Georgia and Spanish Florida, remnants of the Georgia Moravian colony moved to Pennsylvania, to which was joined a company of Moravians from Europe.

With the advent of the Pennsylvania Moravian colony, Henry Antes left the Reformed Church and was induced to take an active part in their proceedings. Acting as their agent, he purchased five hundred acres along the Lehigh River upon which was founded the city of Bethlehem (February 1741). He welcomed, as an ally, the great Moravian leader, Zinzendorf, who had recently landed and issued a call for a meeting of Christians to be held at Germantown (January 1, 1742). Antes presides at this meeting and took an active part in subsequent conferences.

Moving his family to Bethlehem (June 1745), his house and farm in Frederick township was loaned as a school for boys while he served as business manager for the Moravians.

Henry Antes left Bethlehem and the Moravian colony (1750)





## THE ANTES FAMILY

because of certain newly established innovations in their form of worship. Fanaticism first broke out at Herrnhag (1746) and quickly spread to other congregations. Drastic changes in conduct of the Moravian church services became quite pronounced. It was evident that form and ceremony were replacing former plainness and simplicity. Typical was the use of white vestments by the minister at the Eucharist.

A practical man of affairs, he was appalled at the extravagances in the promotion and operation of the Moravian settlement in Bethlehem, Pennsylvania, and continual increases in the financial expenditures of the English Church.

As his counsel against what he believed to be faulty management failed to prevail, he moved to the mill property he had completed building at Freidensthal. This did not deter his activities in their business affairs.

In the summer of 1752, Henry Antes, at the request of Bishop Spangenberg, joined the latter on a six months tour of exploration to North Carolina in quest of a new Moravian settlement. They traveled horseback along strange and poorly charted routes through Delaware, the Eastern Shore of Maryland and Virginia to Cape Charles, where they crossed the Chesapeake Bay by ferry to Norfolk, then following the Atlantic seaboard of Virginia and North Carolina to Edenton.

Moving westward, they located a tract of one hundred thousand acres on the Yadkin River near the present site of Winston-Salem, which was purchased from the North Carolina colony. They named it "Wachovia" after one of the homes of the Zinzendorf family in South Austria.

Anna Catharina, the oldest daughter of Henry Antes, as a "single sister" was an active worker in the Pennsylvania Moravian settlement and, with her first husband, moved to Wachovia, North Carolina, there to remain for the remainder of her life.

A fascinating account of the life of Anna Catharina, being an authentic translation of her diary, has been published by Adelaide L. Fries, titled "The Road to Salem," (University of North Carolina Press, 1944),

Henry Antes died July 20, 1755 and was buried on his farm in Frederick township near Fort Antes, built by his son, Henry, Jr., as a protection against depredations of the Indians.

He was survived by his wife, who lived for thirty years after his death, and by four sons, Frederick, William, Henry, Jr., who took prominent parts in military and political affairs during the Revolutionary War and the post-war period, and John, who became a distinguished traveler, author and Moravian missionary among the Copts in upper Egypt and elsewhere in the Orient.





## GENERATION II

## THE DeWEES FAMILY

## Sons of William DeWees, the "Paper Maker"

William DeWees' sons, Garrett and Cornelious, dealt extensively in Gloucester County, New Jersey, real estate, becoming wealthy landowners. William, Jr., who married Rachel Farmer, likewise was a real estate operator and is recorded as being commissioned Sheriff of Philadelphia (Oct. 4, 1773) and later was made a Justice of the Peace. His son, Henry, following the family traditions, dealt extensively in real estate, at the same time maintaining an interest in paper manufacturing, eventually purchasing and operating the paper mill formerly owned by his father. Cartridge paper, used by the American Revolutionary Army, was produced in his mill.

The youngest son, Philip, was not of age when his father died and about the year 1763 moved his home from Pennsylvania to Charleston, South Carolina. There is no known record of his wife's name or residence.

Philip DeWees purchased an island adjacent to the Isle of Palms, just off the Atlantic Coast of South Carolina, now officially known as DeWees Island. Palmetto logs from his island were furnished by him for the construction of Fort Moultrie located on Sullivan Island and first named Fort Sullivan. It was built for the defense of Charleston harbor at the outbreak of the Revolutionary War and used successfully to delay, for two years, the landing of British troops on the mainland. He died December 24, 1778.

Every year on June first, the following song, dedicated to the repulse of the British, is sung by loyal Charlestonians:

"On June the first, the British fleet  
Appeared off Charleston harbor,  
The Twenty-Eighth attacked the fort  
And wounded John, the barber,  
Sir Peter Parker, foolish man,  
To run himself in danger,  
Don't you think it served him right  
To treat him as a stranger?"

Philip had five sons and no daughters. The oldest Cornelious, married Sarah Minors of Charleston, South Carolina (June 29, 1770).

His second son, "Don" Andrew, married Dona Catalina (Catherine) Chicken, of Charleston, South Carolina (1778). Shortly afterwards he took the oath of allegiance to the Spanish Crown and obtained a large land grant in Florida (Oct. 29, 1790) known as the Orange Grove Plantation, consisting of seventy-nine caballerias of land (an ancient Spanish land tenure similar to the English Knight's Fee; hence in Spain and countries settled by the Spanish, a land measure of varying size; in Cuba about 33 acres; in Puerto Rico 194 acres and in Mexico about 106 acres)



## THE DeWEES FAMILY

all of which is recorded in State papers relating to public lands and published by the United States after acquiring the Spanish possessions.

Col. George Chicken and his wife, Lydia, migrated to Charleston, South Carolina, with the early English settlers. McCrady's "South Carolina Under Proprietary Government" gives prominence to his military services against the Indians.

In records of the first uprising of the savages (1715), he is referred to as Captain. In a later expedition he is recorded as being promoted to Colonel.

George Chicken was one of the assistant judges in the celebrated case against Stede Bonnet and his associated pirates.

Catherine, his only recorded child, was born in Charleston (January 27, 1741), and it is assumed she became the wife of Andrew DeWees, whose title of "Don" as well as the title "Dona" is a reflection of their life in Spanish Florida.

Another son, William, married Frances Lovejoy, who died shortly after the marriage. He was married the second time to Jane Rogers. Both wives were Charlestonians.

Philip's youngest son, John, married Sarah Vincent.





## GENERATION II

## THE DOTTERER FAMILY

Johann Michael Dodderer, Sr. (1698-1786)

Michael Dotterer, oldest son of George Philip and Veronica Dodderer, was born in Europe (May 1698). While yet a lad he accompanied his father to the Pennsylvania Colony. There he met and married (Circa 1724) Anna Maria Fischer, daughter of Jacob and Sophia Elizabeth Fischer, of New Goshenhoppen, Pennsylvania, pioneer immigrants from Freinsheim in the Palatinate of the Rhine, where his wife, Anna, was born,

Michael built his home on 150 acres of ground purchased from Hans Neues (Nyce) (January 24, 1726) located on the east bank of a bend in Society Run. Sloping gradually upward to the highland, along the margin of the stream, was a stretch of pretty meadow. On the opposite bank, about seventy yards southwest of the dwelling, Society Run is bordered by a natural wall of rock forming a palisade, rising some ten or fifteen feet above the run and crowned with giant spicy hemlocks whose pliant branches overhung the stream. Back of these grew oak, hickory and ash.

Michael Dotterer was naturalized by an Act of the Assembly passed May 19, 1739, and confirmed by the King in Council (May 20, 1740).

He and his wife, Anna, were members of the Falkner Swamp Reformed Church located about three miles from his homestead. The Rev. Nicholas Pomp, who had married Elizabeth Antes, the widow of their oldest son, Michael, was pastor of this church for a time during their membership. The Rev. Pomp afterwards accepted a call to the pastorate of the First German Reformed Church of Baltimore (1783). His stepdaughter, Elizabeth Dotterer, married Henry Dukehart, a resident of that city.

Michael sold the homestead to his sons, Philip and Michael, Jr. (May 20, 1756) and with his wife moved to York County, Pennsylvania (November 14, 1763).

Anna died in January 1781, and Michael followed to their last resting place (April 1786) in Bertelots Burying Ground, Frederick township, Pennsylvania.





## GENERATION II

## THE DUKEHART FAMILY

## Valerius Dukehart

Valerius Dukehart, bidding goodbye to his wife and seven children, set sail from the city of Strasburg, Alsace Lorraine, during the latter part of 1753 to seek his fortune and establish a new home for his family in America.

His ship first touched at a port in Holland, then proceeded to England, from there to New York, finally landing at Baltimore Town, at which time (April 1754) thirty houses comprised the nucleus of the present Maryland metropolis.

Almost immediately after his arrival he rented a plantation from Dr. William Lyon "where he exercised the business of an ordinary keeper" until he could clear and prepare a proper home for the reception of his wife and family when they reached the colony.

During the same month he purchased four hundred acres of farmland on the Conawagare Road (now Reisterstown Road) from Thomas Harrison, being part of a larger tract known as "Harrison's Meadows," adjacent to the present location of McDonogh School.

About the beginning of the year 1756, after having effected many improvements on his property, he learned for the first time that land holdings of aliens in the colony were subject to escheat. He confided his predicament to Dr. Lyon, asking his direction and help. The doctor proved a false friend and through deceit delayed the application for naturalization that he himself might lodge in the Land Office a pre-emption of escheat. By this method he procured from the State a patent for the property.

Valerius was killed, with one of his servants, during a severe windstorm in the spring of 1757. A petition was laid before Governor Sharp and the Assembly by Daniel Chamier, the executor of his estate, in an endeavor to save the property for his wife and children. Although eloquently presented the plea was denied.

Inventory of the goods and chattels belonging to the estate of Valerius Dukehart is quoted in full on the following pages.

An interesting detail, recorded in the many items of his estate, was a "fountain pen and case," antedating common usage of the device by one hundred and fifty years according to information obtained (1940) by the author from officials connected with several of our larger American fountain pen manufacturers.

Coincidentally, the NEW YORK TIMES, in its issue of December 19, 1940, announced its "Recorded Word Exhibition," specifically referring to an ancient volume entitled "Deliciae Physico - Mathematicae," compiled by Daniel Schwenter, a Bavarian linguist and mathematician, and published in Nuremberg.





## THE DUKEHART FAMILY

This book illustrated and described in detail the first fountain pen (1651). Copy of the pen picture and transcription of original text, with English translation, is shown on the following page.

A verbatim copy of the petition of Daniel Chamier to Governor Sharp is also quoted in full on the following pages.

Inventory of the Goods and Chattles of belonging to the Estate of Valerius Duchart deceased and appraised by us, Joseph Cromwell and John Gill, as follows viz:

	Pd.	S.	P.
54 Pains Philadelphia Glas 8x10	1	16	-
7 Bound books	1	-	-
1 Linning Spinning Wheel	-	12	-
1 Feeding Trough	-	6	-
2 Butcher Knives	1	1	6
1 Logging hoop	-	2	6
1 Pair flatt irons	-	5	-
1 Saddle and leather housing	1	10	-
1 Looking Glase broke	-	2	5
1 Box lock and key	-	5	-
1 Small round table	-	6	-
*1 Fountain pen and case	-	1	6
1 Trunk	-	12	-
1 black Cloke	2	-	-
Wearing apparel gloves and hatt	9	-	-
1 Old wigg	-	2	6
10 yards Country Cloath pulled and Dyed a 3/	1	10	-
3 yards blew half thick 2/3	-	6	9
16½ Toe thread in balls 18 oz.	1	4	9
3 Toe thread in hanks 10 oz.	-	4	6
1 old Copper kettle 20 lb. 2/	2	-	-
3 cow chains	-	12	6
1 fire shovel and tongs	-	5	-
1 Roasting rack	-	2	-
45 lb. flax from the Brake - 3	-	11	3
1 pair old boots and spurs	-	5	-
a Clouth portmantau old	-	1	6
3 old reazing hooks	-	3	-
22½ lb. of old iron - 1½	-	2	10
3 lb. upper leather 18	-	4	6
2 lb. sole leather 14	-	2	4
5 shotes 4/	1	-	-
1 bed and pillow lining tick fowls feathers	1	-	-
1 flock bed boulstor and pillow	1	5	-
1 chass bed Anabrugh tick	-	8	-
1 Ditto with a brown role bolster	-	8	-
10 old 7/1/4 rugg and 7/4 blanketts	-	12	-
1 pewter teapott	-	16	-
1 pewter tankard	-	5	6
1 pewter saltsellar	-	4	6

\*Note







ein Stück/wie 2/5 schneide bey 4. ein Löchlein darcin/das ohn-  
 gefahr ein Hirschförnlein dardurch fallen könne/ die Stud ste-  
 cke zu oberst auf die 3 Stück/ daß das Löchlein oben herkomme/  
 solches verstecke mit einem Stück Riels/ wie bey 9/ 5 zusehen/  
 und vom 5 Riel geschnitten ist/und dann von dem sechsten Riel  
 præparire eine gute Schreibfeder/ schneide das Hole ab/ und  
 spalte es in der Mitte voneinander/ so wird es wie 6/7. Endlich  
 schneide von dem siebenden Riel ein Stück/ wie 3/ 5. mit ei-  
 nem Löchlein 4 / lege es in das halbe Röhrlein 6/7. daß das  
 Löchlein 4 untersich komme / solches Stück 6/7. sambt dem  
 Stücklein 8/so darinn: 3/ muß unten in das untere Theil der  
 Federn gestossen werden / daß das Stück x. 7. vor stehe / so ist  
 die Feder bereitet.

Solche nun zu gebrauchen/ thue oben das Hütlein ab/ stecke  
 sie unten bey . in . Dinten / so fein sauber/ rein und dünn/  
 nimb die Feder oben in den Mund/ ziehe den Odem andich/ so  
 wird sich die Feder voll Dinten zieh/ setze das Hütlein oben wi-  
 d' fein gehet darüber/ so wird niches auslauffe/ damit das vacu-  
 um verhütet werde. So man aber die Feder unten bey dem 8  
 drucket / bekommt die Dinten an zweyen Orten Luft/ und  
 kommet ein Tropffen herfür / den kannst du verschreiben/ und  
 hernach so oft drucken/so oft du mehr Dinten von nöhten. Ist  
 einem Studioso oder Landmesser eine sehr nützliche Feder.

THE NEW YORK TIMES, THURSDAY, DECEMBER 19, 1940.

## First Known Picture of Fountain Pen Added To Exhibition of History of Recorded Word

The first known picture of a fountain pen has been added to the History of the Recorded Word Exhibition in THE NEW YORK TIMES Annex, 229 West Forty-third Street, it was announced yesterday. The picture is included in a book entitled "Deliciae Physico-Mathematicae," which was compiled by Daniel Schwenter, a Bavarian linguist and mathematician, and published in Nuremberg in 1651.

The book is a treasure-house of sixteenth and seventeenth century inventions, puzzles, tricks, problems and experiments based on mathematical and physical principles. Among the devices illustrated are inflated pants for duck hunters, a harbor dredge, a machine for opening doors automatically, a combination lock, a hollow kite and a magnetio clock. The work was started by Professor Schwenter, who died in 1636, and continued by Georg Philip Harsdorffer, another

specialist in "mathematical recreations."

The grandfather of fountain pens, as described in the volume, operated on the vacuum principle and seven quills were required to make it. The author prefaced his account of the pen with this statement: "A fine secret, how to make a pen that holds ink and lets out as much as needed." For those who wish to accomplish this objective in their own home or factory, a sketch of the plume is reproduced in these columns, with the following explanatory text by Professor Schwenter:

"Take three pieces of quill. Cut from each the piece 2-3; stick the pieces tightly together. Now take a fourth quill and cut the piece 2-5 from it. At 4 make a hole the size of a lead shot. Fasten this section above the others so the hole goes inside the top. Cover it with a piece from a fifth quill, as seen in 9-5.

"From a sixth quill make a good pen point; cut the slit in the middle

as in 6-7. Finally, from a seventh quill cut the piece 3-5 with a hole (4) and insert it into the cylinder 6-7 so that the hole is inside. The piece 6-7, and the piece 8 which is inside, must be inserted into the lower part of the pen so that X-7 projects. Now the pen is finished.

"To use it, take off the top piece and put the tip (7) in the ink. To fill the pen with ink, suck the end of the quill. Put the end on again so that the ink does not run out and the vacuum is preserved. If the pen is pressed at 8, the ink gets air at two points and a drop comes down with which to write. Press 8 as often as another drop of ink is needed."

The early formula for making a fountain pen will take its place in the exhibition beside a sixteenth-century volume containing the first known direct allusion to the lead pencil. The exhibition is open every day, except Sunday, from 9 A. M. to 5 P. M. On Wednesday it remains open until 10 P. M.





## THE DUKEHART FAMILY

	Pd.	S.	P.
1 Lanthorn	-	3	-
1 Peppermill	-	6	-
2 Sheep bells	-	2	6
1 Tin lamp	-	1	-
1 Tin shaving bason case with 3 razors and wash boll box	-	5	-
4 old tin potts and funnol	-	2	-
2 candle molds and nutmeg grators	-	2	6
3 old candle sticks iron and tin	-	4	6
1 pewter pockett bottle	-	1	6
6 glasses and a Tumbler	-	4	-
1 Quart Decanter	-	2	6
1 Pint ditto broke 2 pr. pint ditto broke	-	2	6
1 Earthon Jugg 2 gallons	-	1	6
1 old coffee pott	-	1	-
1 tin pann	-	1	-
1 Dish or plates and 2 basons 14 $\frac{1}{2}$ .	-		
Common pewter 2/	-	1	9
1 old dish 2 $\frac{1}{4}$ - 10	-	1	10
1 Quart Bowl	-	-	9
1 Cooler	-	6	-
1 Pair snuffers	-	-	6
$\frac{1}{2}$ Dozen old knives and forks and 2 pewter spoons	-	6	-
7 Mettle teaspoons and a horn spoon	-	1	3
1 pair old steel yards	-	3	-
4 cups and 7 saucers different sorts	-	2	-
1 pair brass old scales with 2 lb., 1 lb. and 1/2 lb. weights	-	8	-
7 Bushels and one peck of wheat 3/6	1	5	4
8-3/4 bushels of corn 2/6	1	-	10 $\frac{1}{2}$
69 lbs. of washed wool 11	3	3	3
25 lbs. unwashed wool 6	-	12	6
1 short post bedstead and cord	-	11	6
2 four post bedsteads and cords	-	12	6
1 table made of pine plank	-	10	-
2 iron potts small and mended	-	4	-
1 frying pan	-	5	-
1 old buckett and piggon	-	2	6
1 Padol	-	4	-
1 Quilted seat saddle old	-	18	-
5 old chairs	-	0	-
58 lbs. bacon 16	1	9	-
Bad Ullage for a Rum hhd 11 0/4 inch 30 gall 3/	4	10	-
Sour Ullage 32 gallons of wine 17 inches about 16 1/	-	16	-
Sour Do Ullage of 60 gallons of wine 10 1/2 inches 23 1/	1	3	-
Do Do of 1 bbl of cyder 12 inches 30.4	-	10	-
4 old rumm bbls 5/	3	10	-
2 large wash tubbs	-	14	-
4 small ditto ditto Lyon claims two of them 4/ 16 /	-	16	-
1 milk churn	-	2	-
1 wheel churn	-	5	6
1 chamber pott	-	1	-



## THE DUKEHART FAMILY

	Pd.	S.	P.
1 pewter do	-	3	-
22 lambs	4	-	-
52 old sheep	12	15	-
2 Cows and calves one red with a spot in her face and the other mottled face	7	-	-
1 half bushel measure	-	3	-
1 peck ditto	-	1	-
At the Quarter:			
2 Cow chains	-	5	-
1 large waggon with 5-15	5	15	-
3 Mattoxs" 7/	1	1	-
2 Do worn	-	9	-
3 axes 1/	1	-	-
2 ditto old and worn 4/	-	0	-
1 Silver French Watch damaged	1	10	1
3 Iron Wedges Wt. 13 lbs. 7 oz.	-	7	-
1 Pair maul rings	-	1	6
2 old blanketts 8/	-	1	6
2 do worse	-	12	-
3 straw beds	-	9	-
2 old saws and sundry old tools	-	3	-
1 horse bell	-	3	-
2 iron pott 11 lb. 5 oz.	-	7	-
2 pair pott hooks	-	4	-
1 Plow stock and plates	-	5	-
1 ditto very old ditto	-	3	-
1 Tommyhawk	-	2	-
2 Plow shears Clevises and hook 50 lb. 7 oz.	1	13	10
1 Pick ax	-	3	-
20 lb. iron work of an old small waggon 11	3	13	10
1 sow and six young piggs	-	16	-
1 Cowbell 4/	-	4	-
1 large brindle cow abt 4 years old	3	-	-
3 young cows abt. 4 years old with 3 calves	9	-	-
2 cows abt 4 years old no calves	4	-	-
1 two year old heifer	1	5	-
5 yearlings - - 16/	4	-	-
2 small ditto 12/6	1	5	-
1 young cow and calf	3	10	-
1 large long leged mous coloured mare abt 5 years old	10	-	-
1 dark bay gelding 4 years old	7	-	-
1 bright bay ditto 9 or 10 years old	7	-	-
1 do do 3 years old	3	-	-
1 darker bay do 7 years old	7	-	-
1 bay mare 5 or 6 years old	7	-	-
1 ditto 5 or 6 years old	6	-	-
3 hoggs 0/	1	4	-
2 blind bridles 4/-	-	0	-
2 leather collers 2 pair iron trases	1	10	-
2 flagg collors and heims and rope trases	-	7	-
1 pockett book	-	3	6
Tc a frame ready to rase 40 feet by 30	16	-	-





## THE DUKEHART FAMILY

	Pd.	S.	P.
1 silver medle 2 oz. 3/4 14 grains	)		
1 silver medle 1 - 20 1 Do-10 - 16 Do. 1 oz. 9 Do.)	2	15	8
17 - 14	)		
	<hr/>	<hr/>	<hr/>
	204	14	9

Baltimore County the 19th, May 1757

There is no relation in (   
 this Province of the ( Wm. Lyon Joseph Cromwell (seal)   
 Decd. as the Adnr. ( John Caman John Gill (seal)   
 Know of (

May 22, 1757, Came Daniel Chamior, Adm. of Valarious Duchart, State of Baltimore County Deceased and made oath on the holy evangels of God that the aforegoing is a just and perfect inventory of all and singular the goods and chattles which were of the Deceased that came to his hands at the time of the making hereof and that what has since or shall hereafter come to his hands or attention he will return in an additional inventory that he knows of no concealment of any part or parcell thereof by any person whatever and that if they shall discover any concealment or suspect any to be he will acquaint the Commissary General for the time being or his deputies with such discovery or cause of suspicion that it may be inquired into and that he will well and truly give an account of all and every part of the Deceased's personal Estate that shall hereafter come to his hands, attention or knowledge. Sworn before

C. W. Young, of  
 Baltimore County

## RECORD OF LAND

PURCHASED BY VALERIUS DUKEHART FROM THOMAS HARRISON

Thomas Harrison  
 to  
 Valerius Duchart

This indenture made the twenty-seventh day of April in the Year of Our Lord one thousand seven hundred and fifty-four. Between Thomas Harrison of Baltimore County in the Province of Maryland, Merchant, of the one part, and Valerius Duchart, of the said County and Province, holder of the other part, Witnesseth that the said Thomas Harrison for and in consideration of the sum of one hundred and twenty pounds current money to him in hand paid by the said Valerius Duchart paid the receipt of which he the said Thomas Harrison doth hereby acknowledge and himself to be therewith fully satisfied contented and paid hath given, granted, bargained, sold, aliened (transferred), enfeoffed (surrendered) and confirmed and by these present doth give, grant, bargain, sell, alien, enfeoff and confirm unto the said Valerius Duchart, his heirs and assigns forever four hundred acres of land being part of a tract of land called Harrisons Meadow beginning for the said part hereby bargained and sold at two bounded red





## THE DUKEHART FAMILY

oaks standing on the East and close by the waggon road leading from Baltimore Town to Conowagare one of which Oaks are marked with the letters IR and are the beginning trees of the whole tract of Harrisons Meadow and also the beginning trees of a tract of land called Timber Grove and running thence bounding on the said land called Timber Grove South forty-eight degrees, West one hundred and twenty perches (five yards and a half), North fourteen degrees, West fifty-five perches, then South twenty-six degrees, West ninety-nine perches to the end of the North forty degrees, East, forty perches line of a tract of land called Hood Plenty, then reversing the lines of Hood Plenty and bounding thereon South forty degrees, West, forty perches, South twenty degrees, West three perches, then South sixty-five degrees, East two hundred and sixty-nine perches, unto the end of the South twenty degrees, West one hundred and eighteen perches line of a tract of land called Well's Prospect, then reversing the lines of the said land and bounding thereon the two following courses viz: North twenty degrees, East one hundred and eighteen perches, North twenty degrees, East one hundred and eighteen perches, North fifty degrees, East seventy-four perches, then North Northeast two hundred perches until it intersects the East Southeast four hundred perches line of a tract of land called Prospect, then bounding on Prospect West Northwest two hundred and thirty-four perches into the end of the South Southwest four hundred perches line of said Land, then South six degrees, East eighty-four perches until it intersects the South fifty-eight degrees, East one hundred perches line of the aforesaid land called Timber Neck Grove, then bounding on and with Timber Grove south fifty-eight degrees, East eighty-five perches, then still bounding on the given line of Timber Grove by and with a straight line to the beginning, containing and laid out four hundred acres more or less. Together with all and singular the Improvements on the land being and appurtenances therein to belonging or in any wise appur- taining to Have and to Hold the said four hundred acres of Land and Premises hereby bargained and sold with its appurtenances unto him the said Valerius Duchart, his heirs and assigns, and to his and their only proper use and behoof forever and the said Thomas Harrison for himself, his heirs, executors and administrators doth hereby covenant, promise, grant and agree to and with the said Valerius Duchart, his heirs and assigns, in manner and form following, Viz: that he, the said Thomas Harrison doth now stand seized (having possession) of and in the said four hundred acres of land hereby bargained and sold with its premises and appur- tenances of and in a good pure purpose, absolute and indefeazable (incapable of being undone) Estate of Inheritance in fee simple and that he has good right, full power and lawful authority to convey and transfer the said four hundred acres of land with its premises and appurtenances unto the said Valerius Duchart, his heirs and assigns forever. And lastly that he, the said Thomas Harrison, his heirs, executors and administrators shall and will warrant and forever defend the said four hundred acres of land and premises hereby bargained and sold with its appurtenances unto the aforesaid Valerius Duchart, his heirs and assigns forever against all manner of person or persons lawfully claiming from, by or under his, the said Thomas Harrison, or incumbrances whatso- ever the yearly quit rents hereafter arising due on the land only





## THE DUKEHART FAMILY

exempted and foreprized. In witness whereof the said Thomas Harrison hath hereunto set his hand and seal the year and day above written.

Thomas Harrison (Seal)

Sign'd Seal'd and delivered in Presence  
of us, Ruxton Gray - William Lyon

April 27th, 1754 - Received of the within named Valerius Duchart the sum of one hundred and twenty pounds current money in full for the within bargained four hundred acres of land and premises. As witness my hand.

Witness - Ruxton Gray

On the 27th day of April, 1754, appeared the within named Thomas Harrison before us the subscribers, two of his Lordships Justice of the Peace for Baltimore County and acknowledged the within deed to be his act and the four hundred acres of land and premises therein mentioned to be the right title and Estate of the within named Valerius Duchart, his heirs and assigns forever, according to the true intent and meaning of the within deed as witnessed our hands.

Ruxton Gray - William Lyon

Received the 5th June 1754, sixteen Shillings Sterling Alienation (property transfer) fine on the within four hundred acres of land by order of Col. Edward Lloyd, the Proprietary Agent, Beale Bordley, Dep. Received 5th June 1754 and then recorded.

Beale Bordley, Ck.

The foregoing is a verbatim copy from proprietary papers, Liber Black Book II, Part one, Folio 44, reposing in the Hall of Records, State of Maryland, on March 23, 1939.

Petition of Daniel Chamier,  
Executor and Administrator  
To the Estate and Effects of  
Valerius Dukehart (Duchart) Deceased

To His Excellency Horatio Sharpe, Esquire, Governor and Commander-in-Chief in and over the Province of Maryland, etc., etc.

And

To the Honourable Members of the Upper and Lower House of Assembly of the said Province.





## THE DUKEHART FAMILY

The Humble Petition of Daniel Chamier, Executor and Administrator to the Estate and Effects of Valerius Duchart, deceased. On behalf of the Widow of the said Duchart and his seven children. Most Humbly Sheweth

That the said Valerius Duchart was a Native of the City of Strasburg in the principality of Lorrain and Kingdom of France and a Protestant; and did by the way of Holland and England embark for New York and on or about the latter part of the year One Thousand seven hundred and fifty-three or Commencement of the year One thousand seven hundred and fifty-four arrive into this Province without any part of his family; and in the Month of April One thousand seven hundred and fifty-four did rent of and from Doctor William Lyon of Baltimore Town a certain plantation to him belonging in Baltimore County, where he exercised the business of an Ordinary Keeper, until he could clear and prepare a proper Plantation for the Reception of himself and family.

That on or about the latter part of the said Month of April of the same year he did purchase of and from Mr. Thomas Harrison of Baltimore Town a certain tract of land containing Four hundred acres being part of a larger tract known by the Name of Harrison Meadow in Baltimore County, and that he then paid to the said Harrison for the aforementioned purchase the Sum of One hundred and Twenty Pounds currency and procured a proper Conveyance for the Same, and the said Duchart during his keeping of the said Ordinary and tending the Plantation so rented at a great expense and charge did in the space of less than five years clear near one hundred acres of the said tract so purchased, built three convenient Messuages or Tenements; sink a well of great Depth thereon, and Stone great Part thereof, and otherwise greatly improve the said Tract of land by Fencing, Draining, etc.

That on or about the Beginning of the Year One thousand seven hundred and fifty-six being by some means informed that he the said Valerius Duchart was an Alien and as such liable to have his property Escheated, he therefore imparted to the said Doctor William Lyon his apprehension on that account and requested his friendly assistance therein.

That the said Duchart was by the said William Lyon soon after introduced to one of the Honourable Members of the lower House of Assembly then sitting, to consult him in regard to his Naturalization, but for some reasons was persuaded by the said Honourable member to apply to the Provincial Court, which was then shortly to be held; but before the expiration of that time it pleased the Almighty that he should perish with one of his servants in the ruins of a barn, which in a heavy gale of wind was blown down.

That your Petitioner as principal Creditor soon after Viz. in the Month of May 1756 procured letters of Administration on the Estate and Effects of the said Valerius Duchart, and on or about the 21st of the said Month of May the before-mentioned Doctor Lyon being privy to the Deceased's being an Alien from





## THE DUCHART FAMILY

the Confidence he had before placed in him did lodge in the Land Office a Pre-Emption of Escheat for all the Land, the said Duchart dyed possessed of in Baltimore County, and, as your Petitioner is informed by the said Lyon, has since procured a Patent for the same.

And your Petitioner further begs leave to represent to Your Excellency and Honours

That by the aforementioned Escheat the Widow and Seven Children of said Duchart are deprived of the Value of near four hundred Pounds Currency and left destitute of all manner of support, Your Petitioner verily and truly believing there will scarce be assets sufficient to discharge the demands that are daily made against the Estate of the Deceased.

That the Widow and Children aforesaid are the more deserving of your Pity and Relief in this their distress, as the deceased by his Integrity and Industry proved during his life time a good Neighbour and a Useful Member of the Community, as by incontestible evidence can be made to appear.

That, Relief afforded to this unhappy Family under their present Dilemma will prove a great Encouragement to Strangers to come and reside among us,

And, finally, that as Doctor William Lyon, soon after lodging the Pre-Emption aforementioned, did frequently and very publicly declare by way of canvassing so ungenerous a Proceeding that he had made the said Escheat for the Benefit of the Widow and Orphans and to prevent any other person from Escheating the same to their Detriment.

Therefore, Your Petitioner humbly hopes that your Excellency and Honours will in tender compassion to the distressed Widow and Seven Children take the premises into Consideration, and if to your Excellency and Honours it should seem meet that your Petitioner should on behalf of the Widow and Orphans reimburse the said William Lyon, what he may have paid for the said Escheat and order that the said Land and Improvements be exposed to public sale to the best Bidder, and the Produce thereof after deducting the money so advanced may be deposited in the Hands of his Lordships Commissary General for the Benefit of the Widow and the Orphans of the said Duchart. Your Petitioner will readily and willingly submit thereto, or to such directions as you shall be pleased to give, and

Your Petitioner as in Duty bound  
shall ever pray, etc.

The foregoing is verbatim copy from Proprietary Papers Liber Black Book II, Part One, No. 44, reposing in the Hall of Records, State of Maryland, on March 23, 1939.





## BALTIMORE TOWN (1755-1766)

A resume of conditions prevailing in Baltimore Town during and following the period when Valerius Dukehart was establishing his homestead makes interesting reading.

The savages, after the defeat of the British forces under Braddock, by the French and Indians (1755), moved toward the coastal region, by-passed Forts Frederick and Cumberland, located on the province's western frontier, and pushed their plundering and murdering sorties to within fifty miles of Baltimore. Farmers were shot and tomahawked, their children murdered or carried off into captivity, homes burned and cattle killed.

Many pioneers abandoned their plantations and fled to Baltimore. At the same time, depredations by the Indians discouraged extension of new settlements to the westward and increased the town's importance as a trading center.

These combined conditions materially contributed to a rapid growth of Baltimore Town, resulting in its becoming the greatest trade mart in the province: its first war boom.

An act was passed by the General Assembly (March 26, 1756) to raise supplies for protecting the frontiers of the Maryland province. By this act a duty of five shillings was laid on all bachelors twenty-five years of age and upward worth one hundred to three hundred pounds; if worth three hundred pounds or upward the duty was twenty shillings.

All freehold estates were assessed one shilling per one hundred acres; if belonging to Roman Catholics two shillings per one hundred acres.

Curiously indicative of manners and customs of the times (1758) is the record of an original bill for the "funeral expenses of a gentleman" in Baltimore Town. It itemizes: 41 yards of Crape, 32 yards black tiffony, 5-1/2 yards broadcloth, 7-1/2 yards black shalloon, 6-1/2 yards linen, three dozen pairs men's black silk gloves, two dozen pairs women's black silk gloves, black silk handkerchiefs, calamanco, mohair, also 47-1/2 lbs. of loaf sugar, 14 dozen eggs, 10 oz. nutmeg, 1-1/2 lbs. allspice, 20-5/8 gallons white wine, 12 bottles red wine, 10-3/8 gallons rum, etc., while only ten shillings were allotted to coffin furniture.

The treaty of Paris, ending the war, was signed during February 1763. Rumors of the peace had reached Maryland early in the summer of 1763 but it was not until August that Colonial Governor Horatio Sharp was officially notified of the treaty from London.

On August 4, the Governor issued a proclamation affirming the rumored treaty of Paris and designating August 23 as a day of praise and thanksgiving in the province for the lately restored peace. This meant nothing to the Indians who were reported by the ANNAPOLIS GAZETTE to have remained on the warpath





## BALTIMORE TOWN

in Western Maryland.

On September 23, 1763, a meeting of the men of Baltimore Town was called and met at the store of Melchior Keener, who had migrated from Pennsylvania in 1761 and built on North Gay Street and also built a wharf and warehouse below Hanover Street.

It was proposed, at this gathering, that the townsmen organize a military company to protect their community "not only from frontier savages but also freebooters and pirates from the seaward." At this meeting, Mark Alexander suggested that the organization take the name "Mechanical Company" in deference to the tradesmen and mechanics who volunteered to enroll.

At a second meeting, held October 19, 1763, Melchior Keener was chosen "Chief" of the company and John Shule was chosen "Secretary." The discipline of the company was basically military. Musters were held at regular intervals and fines levied upon members for neglect of duty.

The Mechanical Company came into existence nineteen years before the American Independence was achieved and thirty-five years before the City of Baltimore was incorporated, being next to the oldest military organization in the Union - surpassed by but one other: "The Ancient and Honorable Artillery Company of Boston."

We find on the books that Hugh Burgess, Elisha Hall, David Shields and Robert Moore, absent from drill, fined 2 sh. each. In the year 1774, the following members were fined: Edward Sanders for non-attendance to duty, seven shillings; Elias Barnaby, six shillings, absent from drill; John Wilkenson, Aaron Mattison, William Close, William Shaveily and Alexander Leith for general neglect and absence from military duty, one pound.

From the Company's journal we learn about meetings, drills and mustering which seem to have been held at regular intervals and "officers properly chosen." Also, that three sons of Valerius Dukehart were members: Valerius, Jr., enrolled in 1763; his brother, Henry, in 1767, and John, Sr. in 1770.

Baltimore Town, in 1763, contained four churches, four taverns, several stores, a half dozen wharves, three breweries, two grist mills, a distillery and a tobacco warehouse. It had no post-office, no newspaper, no court house. Joppa was still the county seat of Baltimore County.

The Governor lived in Annapolis and the General Assembly met at Annapolis, sometimes twice a year.

In Annapolis you could buy limes, chocolate, window glass, infallible pills for ague and fever paying for them with cash, bills of exchange or tobacco.

Two slave ships put into Annapolis harbor during the summer of 1763. One was loaded with "choice, healthy Angola slaves,"





## BALTIMORE TOWN

the other with "choise, healthy, windward and Gold Coast slaves," as described by Captain James Hunter who offered them for sale.

A committee was appointed by the lower house of the Maryland Assembly (September 17, 1765) and instructed to immediately repair to New York, there to join with committees from several other American colonies, in a "general, united, loyal and humble representation to His Majesty and the British Parliament of the burthens and restraints" lately laid on the trade and commerce of the British Colonies and to pray relief from taxes imposed by act of the Parliament levying stamp and other duties on the British Colonies and plantations in America.

It was implicitly directed that the representation "shall humbly and decently but expressly assert the rights of the colonies to be exempt from all and every taxations and impositions upon their persons and properties."

The convention met, prepared a memorial and petitioned the House of Lords in Parliament, as they had been directed.

## SONS OF LIBERTY

A large number of the principal inhabitants of Baltimore County assembled in Baltimore Town (February 24, 1766) and organized under the name "Sons of Liberty" for the maintenance of order and protection of American liberty. Neighboring counties were invited to cooperate and form similar associations.

On the first of March, 1766, the associators assembled in Annapolis in considerable numbers and presented written instructions to the Chief Justice of the Provincial Court, the Secretary, the Commissary General and Judges of the Land Office to open their respective offices on March 31, or earlier if a majority of the Supreme Courts of the Northern governments should proceed in their business before that period, and to transact business without stamped paper signed by "Sons of Liberty."

The replies received, although not direct refusals, were unsatisfactory; accordingly, the associators adjourned until March 31.

On the appointed day, they again assembled and repaired in a body to the Provincial Court to enforce their petition. It was at first pre-emptorily refused by the Court but the Sons of Liberty were not now to be denied and earnestly demanded with "united hearts and voices," and such applications at that period were too well understood to be resisted. The Court yielded and passed an order, in conformity with their petition, of which an attested copy was delivered to the associators. The other officers immediately acceded without further opposition. Thus was consummated in Maryland the nullification of the Stamp Act.





## BALTIMORE TOWN

Resistance to the British Stamp Act  
as recorded in the Archives of Maryland XI

The determined purpose of the British Government to raise a revenue in America and the violent invasions of liberty contemplated by Townshend's Act\* plainly showed the people they must offer a spirited resistance unless they were resigned to loss of all political freedom.

The plan adopted was a "commercial war." Refusal to import British goods, or to buy them if imported, could hardly be called "Treason" and such a course might enlist on their side the manufacturing and commercial interests of Great Britain, which could not but suffer from the loss of so important a market.

To do this effectively it must be done by all and in an organized way. Hence, "non-importation" associations were formed in all the Colonies and around these associations the whole spirit of resistance crystallized. The partial recession of the (British) government when it abandoned the duties laid down by the Townshend Act, except that on tea, caused a considerable relaxation of the non-importation policy.

It was seen that something more organic than associations was necessary:

The people in Baltimore, assembled in Town Meeting held May 31, 1774, recommended that a congress of deputies chosen from each county, should assemble in Annapolis, there to determine on a plan of conduct for the whole province. This congress, or convention as it was called, met for the first time in Annapolis on June 22, 1774, and organized with Matthew Tilghman as chairman.

John Cox (a direct ancestor of Mary Cox Krebs Dukehart, the author's mother), delegate from Cecil County, attended the convention,

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\* Charles Townshend, an English politician, as Chancellor of the Exchequer under Pitt, on the rejection of his first budget proposed taxes on certain goods imported into American colonies, one of the chief causes of the American Revolution.





## GENERATION III

## THE ANTES FAMILY

Col. Philip Frederick Antes, II (1730-1801)  
Pioneer Cannon Manufacturer

Frederick, oldest son of Henry Antes, Sr., born (July 2, 1730) in Philadelphia County, Pennsylvania, came into being amidst the excitement incident to the discovery of iron ore in the Colony, with its portentions of invention and wealth for the Colonists. The History of Old Germantown, published in 1907, makes reference to Thomas Rutter, "A smith who lived near Germantown in 1716 who of his own strength has set upon making iron. The best of Sweed's iron does not exceed it."

In 1717, iron ore of good quality had been discovered in the Manatawny district, located up the Schuylkill River about forty miles from Germantown. Thomas Rutter, in company with his sons-in-law, Samuel Savage and Samuel Nutt, settled in the district, mined the ore and erected furnaces and forges.

Shortly thereafter, Samuel Nutt returned to Germany, brought back to this country a number of skilled iron workers, and his forges at French Creek produced the first steel in America. The discovery of iron in America aroused great excitement in England and in 1719 a bill was introduced in the English Parliament to prevent the erection of rolling and slitting mills in America. The bill failed to pass at that time but was adopted in 1750 and served to widen the breach between England and her colonies in America. The Pennsylvania Gazette (March, 1729) published the following obituary:

"March 13th, Sunday night la st, died here Thomas Rutter, Sr., after a short illness. He was the first that erected an iron work in Pennsylvania."

At the death of Thomas Rutter (1729), his heirs, in association with Thomas Potts, Sr., acquired additional mineral lands on which they erected furnaces and forges. The first of the new developments, known as Pine Forge, was located about five miles from Pottstown, Pennsylvania.

At one of Thomas Potts' charcoal blast furnaces, erected in 1736 at Warwick, Chester County, Pennsylvania, where "the furnace was blown by long wooden bellows propelled by water sheels," was cast, under the supervision of Frederick Antes, the first cannon, "four pounders," made in America (1776).

The cannon were designed for the State of Pennsylvania and the State Council appointed Frederick Antes to "make tests and decide upon their acceptance." Shortly thereafter, he was appointed a member of the Provincial Council; Judge of Elections (July 8, 1776); with David Rittenhouse and Charles Shoemaker he was a member of the State Convention (July 15, 1776) that gave Pennsylvania her constitution, and commissioned Colonel of the 6th Battalion (May 6, 1777) Philadelphia County Militia Associates.





## THE ANTES FAMILY

His first military engagement was against the Hessians at Swede's Ford, near Morristown, in the battle of Brandywine Creek (September 11, 1777).

Approximately eighteen thousand British under General Howe, and eleven thousand Americans under General Washington were pitted against each other in this battle.

Half the British Army, under Lord Cornwallis, turned the right flank of the Americans by a forced march of eighteen miles along the Lancaster Road, drove back the American right under General Sullivan, while the Hessian General Knyphausen, commanding the other half of the British Army, crossed at Chadd's Ford, forcing the American center and left, commanded by Generals Green and Wayne, back toward Dilworth and Chester, permitting the British to capture Philadelphia.

The Americans, though defeated with a loss of about a thousand men (the British lost about six hundred), withdrew in good order, their three divisions safely effecting a junction at Chester.

Colonel Antes and his militia covered the retreat of General Washington's army from Philadelphia to Valley Forge by engaging the British and endeavoring to prevent their crossing the Schuylkill, at the same time cutting their supply lines. His complete acquaintance with the territory, in which he had spent his young life, was of utmost assistance to Washington and his staff in matters pertaining to roadways and in directing raids for forage and supplies.

The battle of Germantown was fought on the 3rd of October and on the 11th of December Washington moved into winter quarters at Valley Forge.

He was one of the men designated to sign \$200,000 of Continental paper money issued April 10, 1777.

By this time, the rage of the Tories against the Patriots in and about Philadelphia knew no bounds and caused the British General Howe to set a price of two hundred pounds on the head of Col. Antes. Accordingly, he deemed it expedient to leave his home (1779) and locate in Northumberland County, where he was assigned to the duties of Purchasing Commissioner.

He was appointed County Treasurer of Northumberland County (October 20, 1783), later holding the positions as Presiding Judge of the Court of Common Pleas, Judge of the Court of Quarter Sessions, of the Peace Court and of the Orphans Court and, in July 1784, took his seat in the State Assembly, being a member of the Council that framed the State Government Constitution and was elected Treasurer.

At the Paxton Convention (October 19, 1789) he was appointed delegate to take measures for the improvement of the Susquehanna River as a water way, also appointed one of three commissioners





## THE ANTES FAMILY

(October 6, 1790) to explore the country adjacent to the headwaters of the Delaware River, the east branch of the Susquehanna, the Lehigh and the Schuylkill rivers. The Colonel journeyed to Lancaster, Pennsylvania (September 1801) to await his nephew, Benjamin H. Latrobe, whom he had engaged to survey the Susquehanna River "to increase its value for navigation." Before Latrobe arrived he died at Haymaker's Tavern in Lancaster (September 18, 1801) and was buried in the churchyard of the German Reformed Church in that city.

Col. (Philip) Frederick Antes married twice. His first wife was Barbara Tyson, daughter of Peter and Catherine Tyson of Towamercin Township, by whom he had a son and two daughters. His second wife was Catherine Schuler, daughter of William and Elizabeth Schuler, of Selingsgrove Township, Pennsylvania. They had one daughter, Catherine, who was the second wife of Simon Snyder, Esq., Governor of Pennsylvania during the War of 1812.

George Washington Visits the Home  
of Col. Frederick Antes II

After the unfortunate events of the first half of September, 1777, Washington crossed from the west to the east side of the Schuylkill, at Parker's Ford, now Lawrenceville, on the 19th, proceeded to the Manatawny Road and down through the Trappe to the Perkiomen. On the night of the 20th the army decamped and retraced its steps up to the Trappe. On the 21st he marched his troops to within four miles of Pottsgrove (Pottstown) and established Camp Pottsgrove.

The site of the encampment was on the farm upon which Fagleysville now stands. In the openings between the adjacent hills--Crooked Hill, Mount Prospect, Ringing Rocks, and the Stone Hills--small detachments were posted; particularly at Schwammer Thor (gateway of Falkner Swamp) the narrow pass between Mount Prospect and the Stone Hill, a strong outpost was maintained.

The army was in a sad plight. One thousand men were without shoes. Discomfited and exasperated, Washington wrote to the President of Congress on the 23rd: "The enemy, by a variety of perplexing maneuvers through a country from which I could not derive the least intelligence (being to a man disaffected) contrived to pass the Schuylkill last night at the Fatland and other fords in the neighborhood." In truth, the enemy had eluded Washington and was on the way, unhindered, toward Philadelphia to occupy the capitol of the revolutionary government.

At Camp Pottsgrove the army rested and recuperated, as much as the rains of the equinoctial season permitted, until the 26th. The country surrounding the camp was devoted actively and earnestly to the cause of Independence. As far back as 1775, about the time of the initial encounters with the King's Army, the people of Falkner Swamp sent material assistance to the Bostonians. As early as April, 1776, recruiting was going on at Sumneytown. Colonel Thomas Potts, of Pottsgrove, then in New Hanover township,





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commanded a battalion of militia which comprised the companies of Captain John (or Frederick) Richards of New Hanover township; Captain Peter Lower of Upper Hanover; Captain Matthew Sheively of Marlborough township; Captain Adam Protzman Captain Nathaniel Potts; Captain Henry Deringer of New Hanover township; Captain Jacob Bishop. These troops marched to Philadelphia in August and thence across New Jersey to the scene of hostilities. In September of the same year, Captain Jacob Peterman, of Providence township, was at Amboy with his company. These facts are shown by records. Doubtless many other troops from this vicinity, whose movements are not recorded, participated in the 1776 campaign. Of the other ardent patriots residing within five to ten miles of Camp Pottsgrove some were: Colonel Daniel Hiester and Philip Gabel, of Salford; William Antes, Samuel Potts, Philip Hahn and Benjamin Markley of New Hanover; Peter Richards and Frederick Wise of Douglass; Samuel Bertolet and Michael Dotterer of Frederick; Jacob Reed of Hatfield; John Brooke of Limerick; the Muhlenbergs, the Bulls and the Pawlings of Providence; Jacob Markley of Perkiomen and Skippack, and Abraham Wentz of Worcester.

A little more than a mile eastward of the camp, beyond Swamp Creek, in the beautiful and fertile valley, named by its inhabitants Falkner Swamp, lived Col. Frederick Antes. For full three years prior to this time he had devoted his efforts, his fortune and his skill to resistance to British rule. He was one of the first to espouse the sacred cause. A justice of the peace, a sworn officer of the Crown, he boldly declared for the Colonies, for which rebellious act a price of a hundred pounds was set on his head. Ingenious in mechanics, he assisted in casting cannon at Warwick furnace for the Colonial armies. Before the Declaration of Independence he was an active member of the Convention of the Province of Pennsylvania to take measures for the impending conflict. He was chosen to command a battalion of militia of his immediate neighborhood and was delegated by the provincial authorities to aid in arousing and organizing the militia elsewhere. In the home of this sterling patriot Washington found a secure abode. Of this there is not a shadow of a doubt. How long he remained here is not definitely known. We incline to the opinion that he was here from the night of the 21st to the morning of the 26th of September.

The story of the temporary residence of Washington at the house of Colonel Antes has been handed down from generation to generation and is unmistakably true.

Mr. Benjamin Bertolet, of Philadelphia, recently presented before the Historical Society of Montgomery County a paper on this subject entitled "The Lost Link." He has diligently gathered the traditions extant in the neighborhood and placed them alongside the published correspondence of the time of Camp Pottsgrove. A most interesting fund of traditions was thus obtained. He is enabled thereby to identify the four principal farms on which the army was encamped and the spot used for slaughtering the cattle with which it was fed; he has learned that the two churches two miles northwest of the camp - the Falkner Swamp Reformed and the New Hanover Lutheran - were used as hospitals; that at the then







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public house of Andrew Smith the surgeons made amputations; that from the church hospitals wounded men were taken in wagons to Reading and to Bethlehem; that the parsonage of the Reformed Church, one mile from camp, was used by General Wayne as his quarters. By one who was then living it was related to one still living that General Washington and his bodyguard had their quarters at the house of Colonel Frederick Antes and that some of the generals and officers were quartered at the house of Samuel Bertolet, three hundred yards distant. Both the Antes and the Bertolet houses are standing today (Circa 1900). The latter has four rooms on the first floor and five on the second. A large room on the first floor was taken by officers and used as an office; another on the second floor was the sleeping room of the principal officers, and four others as the sleeping rooms of the subordinate officers. Washington came over each morning to the Bertolet house to visit his officers and to take a drink from a spring of mineral water.

Mr. Bertolet essays to set forth the doings of Washington at Camp Pottsgrove on September 23, 24 and 25, 1777. He says: "Here is a space of three days time that General Washington has been making a personal inspection in Camp Pottsgrove and making his calls in the different outposts. It was during this period that General Washington with his staff had his headquarters with his friend, Col. Frederick Antes, in Frederick township."

On September 25, 1777, it was known in camp that the army would move the following day. On September 26, 1777, Washington wrote to Lord Stirling: "We are now in motion." The weather had cleared and the army was marching to the Perkiomen. Later, the same day, Washington and the army encamped at Pennybacker's Mills.

The Revolutionary history of that portion of the Perkiomen country lying north and west of the camp at Pennybacker's Mills had been hardly touched upon. To some of the Montgomery County historians it is a terra incognita and the stalwart patriots who lived there have scarcely been named in the local annals of the Revolutionary War.

Col. William Antes (1731-1810)  
Pioneer Musket Manufacturer

William, second son of Henry Antes, Sr., (born November 18, 1731) in companionship with his brothers, spent his early life in Moravian schools. Following the Moravian custom, their mother retained charge of the children until they were eighteen months old when they were taken from her care and placed in a Moravian nursery. At four years the boys were transferred to a choir house, where they remained until from nine to eleven years of age, when they were advanced to a choir house of a higher grade to remain until fourteen, then promoted to the choir house of the more mature "Single Brothers." Girls of the family were similarly educated; there was no co-education.

It was at this period of his sons' development that Henry





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Antes, Sr., appalled at the accelerating financial extravagances of the business management of Moravian properties, severed his connection with the Church at Bethlehem and returned to his old home in Falkner's Swamp. Their father's action undoubtedly influenced the life trend of his three older boys at the threshold of manhood. The three brothers left the Moravian fold and transferred their allegiance to the affairs of the Commonwealth.

Recognized by their associates as natural leaders of men they, as Patriots, generously contributed to the founding of the constitutional edifice of Pennsylvania.

During the Revolutionary period, William Antes filled many important posts in the war organizations to which he was assigned by his countrymen.

After Washington's defeat at the Battle of Brandywine, when the British were massing their forces against the American forts along the Delaware River and compelling the evacuation of American Patriots from Philadelphia, William Antes received and accepted the appointment of War Commissioner (October 21, 1777) and with four other fearless Loyalists seized the personal effects of numerous Philadelphia Tories and English sympathizers, appropriating proceeds from the confiscated property to the maintenance of American armed forces.

During the same period, he was appointed one of a board of twelve to procure clothing for the Continental Army, made Government Commissioner in charge of Sequestered Estates and Treason, and commissioned Sub-Lieutenant of the County of Philadelphia.

Smith Futhley, in his history of Chester County, says, "In the Revolutionary War the necessity of organizing and disciplining the military forces who were to assist in acquiring independence and freedom of the Colonies resulted in the Supreme Executive War Council creating the responsible post of 'County Lieutenant'."

"The name and duties of this office, analogous to the King's Lieutenants in the counties of the Mother Country, gave him the rank of Colonel and placed him in charge of raising, arming and provisioning the military contingent of his district and in every way preparing troops to take the field. They remaining under his command until called into active service."

The militia at that time appears to have been divided into eight classes. When a class was called to service, many could not or would not go. The deficiency was made up by substitutes taken from other militia classes, or from those classes not legally subject to military duty.

Substitutes were procured through a bounty paid by the State, the latter to be reimbursed by fines imposed on delinquents. The price varied from fifteen to fifty pounds for two months service. In some regiments the number of substitutes





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nearly equalled the number of those regularly drafted.

In the Colonial Reports of the State of Pennsylvania are recorded the accounts of William Antes, Sub-Lieutenant of Philadelphia County. The reports, amounting to fourteen thousand four hundred and fifty pounds and nine shillings, had been audited and approved as correct.

His salary was four hundred and seventy-five pounds and twelve shillings; his clerk hire, one hundred and fifty pounds.

The responsibilities of his position involved William Antes in many acts that were bitterly resented by the Tories and it became increasingly dangerous for him to dwell among them. The return of the Americans to power in Philadelphia did not subdue the Tory attitude. Those who had lost their estates because of their acts of disloyalty detested the victors and sought means to be avenged on the officers of the law.

The Antes brothers, their services no longer required after the seat of war was transferred from Philadelphia to the South, withdrew to the frontier where they were rejoined by congenial friends and could renew their activity in public affairs. They settled in Northumberland, a sort of Paradise to cultured men. Here their value as public servants was recognized and positions of trust awarded them.

During this period, Col. William Antes engaged in the repair and manufacture of muskets. His shops in New Hanover township repaired large quantities of damaged arms for the Government.

On request by the Supreme Executive Council (April 28, 1778), for information covering number of arms belonging to the State and in private hands, such as those in possession of Lieutenants of Counties, public works, etc., Col. William Antes reported having twenty-five muskets in his possession, but was not in position to completely rebuild them by the twentieth of May, as suggested by the Council, not having previously followed this business for the "publick."

He further reported having cleaned and repaired about five hundred stand of arms sent to him by General Potter. Of these, three hundred and sixty-one were delivered to the Army by order of His Excellency, General Washington, the remainder sent to military camps by order of Major Cummings, including one hundred and sixty-one muskets delivered to Col. Frederick Antes and afterwards taken to an Allentown factory for repairs by order of Col. William Henry.

William Antes, James Estey and Daniel Montgomery were appointed Commissioners of Northumberland County in 1781.

Learning that New York State, through treaties with the Indians (1795), was opening Genesee County to settlers, William, with his brother, Henry, and many others from the neighborhood of their homeland, hastened to acquire homestead rights to the





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fertile tract of land in the new development. Henry remained but a short time and returned to his Pennsylvania home at Antes Fort, leaving with William the "power of attorney" to secure their newly acquired land by right of "actual and early improvements."

William Antes never went back to his boyhood home. Securing his land grant, he established residence in what is now the city of Canandaigua, Ontario County, New York, and engaged in the manufacture of muskets on contract with the United States Government. Guns of his manufacture had a wide reputation. General Isreal Chaplin, who settled in Canandaigua (1790) was Deputy Superintendent of the "Six Nations" Indian tribes. He procured many muskets for the Indians from Antes shops. White hunters and sportsmen from over a wide region were generous customers for his firearms.

Col. William Antes married Christina Markley, grand-daughter of George Philip Dodderer, by whom he had three sons and four daughters. He died March 9, 1810, being succeeded in his business by his son, William Antes, Jr., who carried on until his death (December 21, 1841) when the latter's son, Robert, a grandson of the founder, took over.

The gun shop was located on the corner of Main and Bristol Streets, Canandaigua, until razed in 1940.

John Henry Antes, Jr., (Lt. Col.) (1736-1820)

John Henry, Jr., third son of Henry Antes, born October 5, 1736, was given his father's name and the same intensive religious training as his brothers.

His initial business venture was the purchase of an inn located on the thoroughfare from Philadelphia to Bethlehem, also being the main line to the Northern frontier of New York State.

The Public Post, with the regular stage relays, the Indian embassies, the German Colonists from the Tolpehocking country and the Scotch-Irish from the Minisink Valleys all came to Philadelphia by this road. The inns of these days were located amidst large yards used for stabling the patrons' conveyances during their stay at the inn.

Mine Host's family connections with the most prominent and wealthy families of the locality quickly established a popular and profitable hostelry.

At this time, every traveler returned from the frontier had tales to tell of the marvelous opportunities afforded settlers in that region. In the taproom of the inn these tales were listened to with rapt attention and in the recounting no degree of their allurements was neglected.

It wasn't long before Henry was convinced that his future prosperity was definitely tied in with prospecting in the frontier





## THE ANTES FAMILY

section. In this he was encouraged by his brothers. He sold his inn and, in company with his brother, William, purchased property (September 29, 1773) in Northumberland County, on the west branch of the Susquehanna opposite Great Island. The location chosen for his home was at a point where the Bald Eagle Mountains rose steep and high along the south bank of the river, with here and there a notch through which streams formed of springs and rivulets flowed to the river, the largest named after an old Indian Chief Nippenucy - "Nippenose."

Their homestead was a valley about ten miles long by two to three miles wide, surrounded by foothills backed by an unbroken chain of the Bald Eagle Mountains. There was but one outlet to the valley, a gap forming the bed of a creek which Henry named Antes Creek. The Indians had three paths by which they entered or departed from the valley: one over the mountain from White Deer Valley, another by Love's Gap toward the Great Island, and the other by the gap along Antes Creek.

The routine of erecting a home comprised a survey of forest trees and selecting timber best suited for construction purposes. The trees were felled, trimmed of foliage, converted into logs and left where they fell until properly seasoned, or immediately hauled to the building site and there allowed to season in the sun and weather.

The next procedure was the preparation of foundations, fabricating the lumber with a hand adz or broadax, then erecting the logs that formed the sides of the building and the frame for supporting the roof, creating windows, making doors, etc. As no nails or metal parts were available at this period, the logs forming the sides were notched at their ends and fitted into companion notches of the logs of the adjacent side, forming the corner. The smaller joints were of the mortise and tenon type, with a tenon or projection fashioned at the end of one piece and inserted into the mortise or hold in the attached piece, being rigidly held together by a wooden pin or wedge driven through the tenon. Tables, chairs and benches were so fashioned. Floor boards were laid loose, without attaching to the joists.

It was common practice for friends and neighbors to invariably join with and assist the owner in all details of the construction of his buildings. At the completion of the work the owner gave a "house warming" to those who had assisted him. It was a festive jollification and feast, with the young people joining in competitive exhibitions of strength and skill.

Henry moved into his new home in 1775 with his wife, Anna Maria Paul (Mary Paulin), and his sons, Henry and Philip.

He was commissioned Justice of the Peace (July 29, 1775) for Nippenose township and adjacent territory in Northumberland County.

Shortly thereafter, he built a grist mill on Carpenter's Run near where it empties into the west branch of the Susquehanna





## THE ANTES FAMILY

at Great Island and just below a high bluff that rises like a watch tower above it.

A ferry landing was located not far from the mill, making it convenient to settlers from the level planes on the opposite shore, also from the other valleys bordering the Susquehanna for a distance of forty to fifty miles, resulting in his mill soon becoming the general rendezvous of the settlers thereabouts.

Frederick Antes, at this time was a member of the Philadelphia Assembly and kept his younger brother fully informed of rapidly developing strained relations between the Colonies and England. Such news was promptly circulated to friends and neighbors, accentuating its value as an authentic and reliable news center for an extensive neighborhood and adding to the popularity of the mill and its proprietor.

## Antes Fort

Reports of Indian outrages added to the apprehension of the territory for miles around. To meet the threatening menace, Henry Antes gathered together the settlers of his section of the valley and on the bluff above his mill built a spacious stockade, afterwards known as Antes Fort. It was located in one of the most exposed places on the frontier overlooking the mouth of Pine Creek, the site of ancient Indian fortifications. The walls of the fort were eighteen feet high, composed of logs set upright in the ground. Inside the stockade cabins were built for dwellings, with enclosures for their cattle. On the summit of the hill a clearing was made for pasture land. A spring of water issued from the side of the hill in generous quantity. A "four pounder" cannon was mounted to cover approaches to the mill property.

Representatives of the people met (September 12, 1775) and elected officers whom they desired to lead them in defense of their homes. Henry Antes was elected Captain of Company 8, consisting of fifty-eight men. Captains were to receive twenty-nine dollars a month and find their own arms and clothing.

When call came to leave the valley, Captain Antes was transferred to the 1st Company of the Second Battalion of Northumberland Associators, under command of Col. William Plunket. A strong antipathy quickly developed against Col. Plunket, British born and obviously a Tory, resulting in his resignation being accepted and replaced by Henry Antes (May 1777), who was commissioned Lieutenant Colonel in command of forces on the extreme frontiers, with headquarters at Antes Fort.

The urgency for precautionary defense measures was evidenced by almost immediate open hostilities by the Indian tribes. Settlers in the neighborhood of Fort Antes abandoned their homesteads with fields of ripening grain and their pasture lands and sought refuge within the fort and similar military barricades erected for protection.





## THE ANTES FAMILY

On a Sunday in June 1777, several men, with two of their womenfolk, ventured forth from Fort Antes to milk cows they had left at their homesteads on the far side of the river. Unsuccessfully seeking a belled cow, they assumed it had strayed from the herd and following the tinkle of a bell were lured into an Indian ambush and fired upon. All the men were wounded, two were scalped, but the women secreted themselves in a field of rye and escaped molestation. The fort garrison, alarmed by the gunfire, crossed the river immediately, trailing the savages until they sought refuge in a swamp, evading further pursuit.

Indian massacres gained in intensity during the next two years, becoming such a menace that Colonel Hunter, commander at Fort Augusta, dispatched messengers to the frontier lands, ordering all persons to evacuate their abodes and seek refuge at designated centralized military posts.

There was no delay on the part of the settlers in obeying orders. Hastily selecting belongings that could be stowed in portable bundles and burying their valuables, they gathered along the river banks and their flight began. Every type of floating conveyance they possessed was employed for transportation: flat boats, batteaux, canoes, rafts, pig troughs - all moving in a flotilla and packed with women, children, animals, poultry, bedding, cooking utensils, spinning wheels, keepsakes and clothing.

The men, in double file, marched down the banks of the river abreast of the flotilla, to ward off any attack by the savages.

Just below Fort Menninger, a woman was seen fleeing down the shore pursued by an Indian. She jumped from the river bank and fell. The Indian was at her side in a second, quickly grasped her hair and lifted her scalp. He did not tarry to strike her but leaped into the shelter of the bushes and escaped. She was a Mrs. Durham and lived near Warrior's Run for seventy years after this event, dying in 1848.

On their journey down the river, continuous conflagrations lighted the skies at night, evidencing a terrible destruction of property that settlers had struggled a lifetime to create, and foretold a continuing tax on their fortitude and perseverance.

Reaching Fort Augusta, they learned Col. Hunter and others had sent their own families further down the river for safety and were themselves prepared to flee if the danger increased. Many of the settlers did not unload their boats but continued down the river until they came into the more thickly populated counties and beyond reach of Indian alarms.

In August 1778, a battalion of State Militia, three hundred strong, was dispatched to the frontier to guard the settlers and their property, thus encouraging others to return to their harvesting and the re-establishment of their homesteads. Arriving at Fort Antes, they found the Indians had not injured the stockade to any great extent but Henry Antes' home, his barn with its stores, ripening grain in the fields, his mill and equipment, with





## THE ANTES FAMILY

bins in which vast quantities of wheat had been stored, were all burned to the ground. It was estimated that his financial loss greatly exceeded that of any other settler in the valley.

This was the period in American history that "tried mens' souls" throughout the width and extent of our land.

The British did not leave Philadelphia and transfer the seat of war to New York and the Southern states until June 1778, at which time Continental money values were at low ebb and war taxes rapidly multiplied.

In the face of depreciating financial values, Henry Antes evidenced his sturdy character by clearing away the debris of his home and mill, building improved structures in their stead, while again re-establishing himself in the admiration of his neighbors.

Antes was appointed Presiding Judge of the Court of Quarter Sessions in Northumberland County (1782) and later was elected High Sheriff of Northumberland County (October 18, 1782), being reelected November 23, 1783.

It was during his terms as Sheriff that many disputes arose between the original Colonists and a settlement of Wyoming Pennsylvania, comprising colonists from the state of Connecticut. History records most highly his tact and judgment in handling these disputes.

When Genesee County, New York, opened to settlers, in company with his brother, William, he acquired land grants to large tracts of fertile land there, which afterward proved very profitable holdings. William established permanent residence in New York. Henry returned to his home on the Susquehanna where he died May 13, 1820, and was buried on the hill adjacent to Fort Antes.

John Antes, Traveler, Missionary and Author  
(1740-1811)

(Excerpts from his Autobiography  
as edited by Henry S. Dotterer)

I was born on the 24th of March, 1740\*, in Frederick township, Pennsylvania, on the farm of my father, Henry Antes, Sr.

Father had long been interested in uniting religious denominations and when Count Zinzendorf (founder of the Moravian faith) arrived in America (1741) being likewise interested in the same religious objective, he soon became a friend of my father.

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\* Change from old to new style calendar accounts for eleven days variance between Bible records and autobiographical dates.





## THE ANTES FAMILY

The first Moravian brother with whom I became acquainted was Bishop Spangenburg. The Bishop, to be self-supporting during his missionary work, hired himself as a day laborer to the Colonists!

I was baptized by the Bishop when I was six years old and subsequently passed through the intensive religious training which characterized the teachings of the Moravians. Reaching maturity, I gained an intense longing to visit the Moravian Church in Europe. This urge I imparted to Bishop Spangenburg and, on his invitation, I set out for Europe with him, arriving at Marienborn, Saxony, to attend a Synodical convention of the Moravians, held there in July, 1764.

After a year's sojourn, I proceeded to Herrnhut, Saxony, a village built by the Moravian brotherhood, having been founded by them on the estate of Count Von Zinzendorf in 1722.

My great predilection for mechanical pursuits induced me, in 1763, to go to Neuwied, Prussia, to learn the jewelry business under a celebrated master of the art and, in short time, I succeeded in making considerable progress in my trade. (At this period it is reasonable to presume that John Antes was beginning his career as a Moravian missionary and that he learned a trade for the purpose of financing his missionary endeavors.)

While visiting the Chaplain to the Egyptian Consul in Neuwied, I contracted a malignant fever and continued ill through the Christmas festival (1765).

Learning that a Venetian ship, bound for Alexandria, Egypt, was in the harbor of Limasol, about sixty miles distant, I dispatched a messenger to arrange for passage aboard the ship. The messenger returned bringing a guide sent by the English Consul (a Greek merchant) to conduct me to Limasol. As my guide could only speak Greek, the local Consul provided another man who spoke Italian, in which language I was enabled to make myself sufficiently intelligible.

On the journey to the ship I rode a mule, as did one of my conductors. The other guide led another mule loaded with my effects. It soon grew dark and began to lightning, thunder and rain. Unprepared for such weather, I covered my head with a saddle-cloth and, with covered face, yielded myself to the guidance of my mule. Proceeding thus till midnight, when hearing neither of my guides, I uncovered my face but could see nothing. Dismounting, I unpacked some of my goods and tied my mule to a shrub, intending to hunt my conductors. The attempt was in vain and as I returned to my mule it became frightened, broke loose and ran away. I now had no alternate but to remain where I was and await the light of day.

When I had given up all hope of again seeing my guides, one of them appeared but, alas! it was the one that spoke only Greek and I was unable to learn where the other remained with my baggage. Informing by signs that my mule had run away and pointing the





## THE ANTES FAMILY

the direction he had taken, the man permitted me to mount his beast while he accompanied me on foot. He soon espied the runaway mule but it cost him much exertion to catch it.

It was late in the evening when we arrived at Limasol where we learned from the Consul that our Italian muleteer had become drunk and suffered his mule to run away with my goods. As good luck would have it, he reappeared with everything I had entrusted to him except a few trifles.

On the 8th of January 1770, I set out from Limasol and, after a prosperous voyage, arrived safely at Alexandria, Egypt, on the 13th, but soon learned that the plague prevailed in parts of the city. In company with a guide who understood Italian I left the stricken city in an open boat for Rosetta, a town in the delta of Egypt situated near the mouth of the Rosetta arm of the Nile about thirty-five miles from Alexandria. The weather being rough and cold, we were obliged to enter the Bay of Abouker and spend the night there. The following morning, in company with sixty-five canoes, we continued our voyage to Rosetta where we arrived at noon.

Here my conductor transferred my things to a covered boat bound for Cairo, which sailed six days later. Arriving at Cairo I was received by two Moravian brethren, Hocker and Danke.

My missionary duties in Egypt required me to make myself useful to the Brethren and contribute to their support through the means of my mechanical labor.

Brother Danke was in Upper Egypt at this time (April 1771) and Brother Hocker and I were in Cairo where we daily held meetings for devotional purposes.

Brother Danke, who had made numerous visits to the Copts in Upper Egypt, terminated his earthly career (October 6, 1772) and our missionary enterprise suffered a heavy loss through his death.

In January 1773, James Bruce, a celebrated Scotch traveler, who four years before had gone to Abyssinia, returned to Cairo. He had been appointed British Agent at Algiers (1762-1765), resigning to study the ancient ruins in Barbary, the urge that had first taken him to Africa. He is reputed to have been the first European to have traced the Blue Nile to its junction with the White Nile.

As my brethren and myself had been sent to Cairo to do missionary work among the Copts, I immediately waited upon Mr. Bruce, was kindly received and during his stay learned from him the many difficulties to be overcome before a mission could be established in Abyssinia. However, in August, 1773, I visited Behnesse to renew the friendly relations Brother Danke had established among the Copts residing in that place but found them indisposed to accept our religious teachings.





## THE ANTES FAMILY

On my return to Cairo while just outside the city gate with the Secretary to the Venetian Consul, a corps of Mamelukes belonging to Osman Bey came upon us at full gallop, with drawn swords in their hands, and demanded money. The Venetian was sent to Cairo to borrow money while I, stripped of my clothes and heavily chained, was carried before the Bey.

In about half an hour the Bey arrived with all his men and lighted flambeaux before him. He alighted, went upstairs into a room, sat down in a corner, and all his people placed themselves in a circle round him. This done I was sent for, my chain was taken off, and I was led up by two fellows. On the way up, I heard the instrument used for the bastinado rattle and knew from that what I had to expect. Upon entering, I found a small, neat Persian carpet spread for me, which was in fact a piece of civility, for the common people when about to receive the bastinado are thrown on the ground. The Bey asked me, "Who are you?" "An Englishman." "What is your business?" "I live by what God sends," - a common Arabic phrase. He then said, "Throw him down." When I asked what I had done, "How, you dog," answered he, "dare you ask what you have done?" "Throw him down!" The servant then threw me on my belly, the usual position upon such occasions, that when the legs are raised up the soles of the feet may be horizontal. They then brought a strong staff about six feet long with a piece of iron chain fixed to it with both ends; this chain they throw around both feet above the ankles and then twist them together and the two fellows on each side, provided with what they call a corgage, hold up the soles of the feet by means of the stick and so wait for their master's orders. When they had placed me in this position an officer came and whispered in my ear, "Do not suffer yourself to be beaten; give him a thousand dollars and he will let you go." I reflected that should I now offer anything he would probably send one of his men with me to receive it; that then I should be obliged to open my strong chest in which I kept not only my own but a great deal of money belonging to others, which I had in trust, having received it in payment for goods sold for other merchants. The whole of this would in all probability have been taken away at the same time and as I could not think of involving others in my misfortune, I said, "Mafish!" that is, No money! upon which he immediately ordered them to begin, which they did; at first, however, moderately. But I at once gave myself up for lost, well knowing that my life only depended upon the caprice of a brute in human shape and having heard and seen so many examples of unrelenting cruelty I could not expect to fare better than others had done before me. I had, therefore, nothing left but to cast myself upon the mercy of God, commending my soul to Him; and indeed I must in gratitude confess that I experienced His support most powerfully; so that all fear of death was taken from me and if I could have bought my life for one halfpenny I should, I believe, have hesitated to accept the offer.

After they had continued beating me for some time, the officer, thinking probably I might by this time have become more tractable, again whispered into my ear the word money, but now the sum was doubled. I presently answered, "Mafish!" They then





## THE ANTES FAMILY

laid on more roughly and every stroke felt like the application of a red-hot poker. At last the same officer, thinking that though I had no money I might have some fine goods, whispered again something to that effect. As I knew that elegant English firearms will often take their fancy, even more than money, and happening to have a neat blunderbuss richly mounted in silver, value about twenty pounds Sterling, I offered him that as I could have got at it without opening my strong chest. When the Bey observed me talking with the officer he asked him what I said. The officer, lifting up his finger, answered with a sneer, "Bir Corabina!" that is, One blunderbuss. Upon which the Bey said, "Ettrup il kelp!" that is, Beat the dog! Now they began to lay on with all their might. At first the pain was excruciating but after some time my feeling grew numb and it was like beating a bag of wool.

When at last he saw that no money was offered he began to think that I might be poor and as I had, however, done nothing to deserve punishment he said at last, "Saibu!" that is, Let him go! upon which they loosened my feet. I was obliged to walk down again into my prison and the chain was again put about my neck. Upon my asking the servants why I must be chained since, in the present condition of my feet, there was little danger of my running away, they said, "The Bey will have it so"; and I was obliged to submit. In about half an hour a messenger came with orders to bring me up again. The servants then took off the chain and carried me till I was near the door when they bid me walk or else the Bey would beat me again.

The next morning I was conducted to the city and to my house where I was confined to my bed for about six weeks before I could walk on crutches. In August 1781, I was recalled from Egypt to be present at the synod of the Moravian Church to be convened in 1782 at Berthelsdorf in Saxony. I left Cairo on the 23rd of December, 1781, after a residence there of twelve years. On the 19th of March, 1782, after various mishaps at sea, I landed at Leghorn. I left Leghorn on the 13th of May and, proceeding by way of Florence, Bologna, Trieste and Vienna, reached Herrnhut on the 20th of May.

In the month of November in the same year my field of labor was transferred to Barby where I remained until the summer of the following year, 1783, when I received a call to Neuwied as director of the single brethren. After I had spent two years there in this capacity I received a call as warden of the congregation at Fulnéc in England.

In June 1786, I entered into holy matrimony with the maiden sister, Susanna Crabtree. In her I found a helpmate who had entirely yielded herself up to the Lord and His service.

In the year 1801, accompanied by my wife (there were no children), I paid a visit to Herrnhut where I attended a synodical convention of the Moravian Church. After the close of the synod we took passage on board a ship at Briel for Gravesend (November 7, 1801), arriving at Fulnec towards the close of November, where





## THE ANTES FAMILY

I entered upon my arduous duties with renewed zeal.

During the succeeding years I had frequent attacks of gout, especially on the left foot, which had suffered most from the effects of the bastinado to which, chiefly, I am inclined to attribute the cause of my severe suffering from this disease.

A diminution of my strength induced me, in the year 1808, to ask for a dismissal from my post which was granted to me and I selected Bristol for my future abode, arriving there in the beginning of September 1809.

The Rev. Antes never returned to America, consequently never revisited the place of his birth in the valley of Swamp Creek. His career was a remarkable one, especially so when viewed in the light of the inauspicious circumstances and limited opportunities which attended him in his early years.

Quotations from Recorded Reminiscences  
of John Antes

James Bruce, the celebrated traveler, in his great work entitled "Travels to Discover the Source of the Nile in 1768-'73" notices the Rev. Antes in these favorable terms:

"There was a very ingenious gentleman whom I met with at Cairo, Mr. Antes, a German by birth, of the Moravian persuasion who, both to open to himself more freely the opportunity of propagating his religious trends and to gratify his own mechanical turn rather than for any views of gain to which all his sect are, as he was, perfectly indifferent, exercised the trade of watch-maker at Cairo. This very worthy and sagacious young man was often my unwearied and useful partner in many inquiries and trials as to the manner of executing some instruments, in the most compendious form, for experiments proposed to be made in my travels. By his assistance I found a rod of brass of one-half an inch square, of a thickness which did not easily warp and would not alter its dimensions unless with violent heat. Upon the faces of this brazen rod, with good glasses and dividers, he marked the measure of three different pecks (then the only three known in Cairo) from the standard model furnished by the Cadi. The first was the Stambuline or Constantinople peck, exactly  $26\frac{1}{2}$  inches; the second Vendaizy of  $24\frac{9}{12}$  inches; the third the peck of El Belledy of 22 inches - all English measure."

Rev. John Antes Latrobe, a grandson of John Antes' sister, Anna Margaretta, of St. Thomas Parsonage, Kendal, England, under date of May 12, 1858, wrote a letter to his cousin, Antes Snyder, Esq., of Pennsylvania, from which are taken the following extracts concerning Rev. John Antes:





## THE ANTES FAMILY

" . . . I am called John Antes after my father's uncle. I knew him when I was a mere boy. At the early age of five years I was sent to school at the very place, Fulnec in Yorkshire, where he was residing. He was the Warden of the Moravian settlement there, a sort of steward of the property and state. I remember him as a very tall, stately man, very taciturn and of manners not particularly inviting to children, not being of a playful turn, so that I remember how astonished I was when standing in the middle of the room once when he was walking to and fro, being in his way, he lifted up his leg and stood over my head - a feat he would not have been able to perform now, as I have shot up to his height, 6 ft. 3 inches. When I was about seven or eight years of age, he left the place and retired to Bristol, where he died on December 17, 1811. He published a quarto volume entitled 'Observations on Egypt, Its Climate, Etc.,' a work which made some stir at the time and is quoted by contemporary writers, among the rest 'Highland's Letters on History' and 'Miss Edgeworth's Tales,' one of which was in fact founded on the information given in his book of the plague."

" . . . I have the bound copy of his work which belonged to him, it being left to me by the widow, with a MS. critique on 'Savery's Travels in Egypt.' It is a pity there was nobody at hand capable of appreciating his very superior powers of observation, for he might have made a much more full and elaborate account of his stay in Egypt had he been duly encouraged . . ."

"He never practiced watchmaking in this country (Yorkshire, England), except as an amusement. He had a little closet in his house at Fulnec where he had a turning lathe and other things, with the aid of which he made a number of mechanical contrivances. A watch that he had made of a peculiar construction was left to me by his widow, but as it was almost half the size of a town clock and I had no fob large enough to hold it, and as, besides, it had got sadly out of order, I gave it to brother Peter who still has it. He was a man of remarkable mechanical turn and invented, among other things, a mode of turning over the leaves of a music book by the foot, so leaving the hands free whether at the piano or violincello. Having read the account of some accident by a horse running away in the gig, he contrived something whereby a horse under such circumstances might be at once loosed from the vehicle, but I never heard of the invention being applied or, indeed, brought to completion."

The late Antes Snyder, of Pottstown, Pa., who, about the year 1858-'61, made inquiries concerning specimens of John Antes' handiwork, ascertained that, at the date mentioned, there was a bass viol in use by the choir of the Moravian Church at Bethlehem,





## THE ANTES FAMILY

Pa., which was made by the missionary-artisan. This is now deposited in the Museum at Nazareth, Pa. There was also in Easton a tenor viol made by the same hands. One of the bishops of the Moravian Church wore a watch made by him. The watch had been repaired at times by Jedediah Weiss, of Bethlehem, who desired very much to obtain it after the death of the bishop. The watch had no hairspring and was very large. Huffel was the bishop's name; he died in Egypt where his effects were disposed of and cannot be traced.

\*Sketch of Elizabeth Antes (1734-1812)

Prepared for Reading at Funeral  
(Translated from German)

We desire to make the following brief statement concerning life and conduct of our sister.

She was born at Falkner Swamp in year 1734.

Her father was the late Henry Antes and her mother his lawful wife, Christiana, through whose faith she received Holy Baptism and therewith received the name Elizabeth. In her eighth year she removed with her parents to Bethlehem where she remained ten years and received a virtuous training.

After her father left Bethlehem and had returned to his own land in Falkner's Swamp, many of his children also returned thither. Our sister was soon afterwards married to Philip Dotterer with whom she lived in matrimony sixteen years and begat six children, two sons and four daughters, who are all still living.

After the father had died, the mother, after a suitable period of widowhood, entered again the holy state of matrimony with Mr. Nicholas Pomp, with whom she lived happily for more than thirty-nine years. In this marriage she begat one son who was the source of much happiness during her later years.

Of our sister we may truly declare she lived a most virtuous life. In her domestic life she was careful and industrious; as a Christian she was earnest and always sought to do all things unto edification.

Our sister enjoyed good health during a long life until recently, when she was attacked by a severe illness which continued four weeks.

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\*Elizabeth Antes married twice:

- (1) George Philip Dotterer (May 1754). Their daughter, Elizabeth Maria Dotterer, married Henry Dukehart of Baltimore, Maryland (Sept. 20, 1784) being the great-grandparents of the author. Both lie buried in St. Paul's P.W. Church graveyard, Baltimore.
- (2) Rev. Nicholas Pomp (Mar. 23, 1772)



The first part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the laws of quantum mechanics are derived from the principles of relativity and the laws of classical mechanics.

### THE STRUCTURE OF THE ATOM

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## GENERATION III

## THE DeWEES FAMILY

## Samuel DeWees Moves to Kentucky

Samuel DeWees, third son of William Jr. and Rachel Farmer Dewees, was born in the vicinity of Philadelphia. Little had been recorded of his early life other than when Philadelphia was divided into Battalion districts (1777) he received the appointment as Sub-Lieutenant for the Seventh District.

Ten years later, accompanied by his wife, Mary Coburn, and their two daughters, Rachel and Sally, he migrated to Kentucky, following in the footsteps of his brother-in-law, Judge John Coburn, a prominent lawyer of Philadelphia, who had moved to Lexington, Kentucky, in 1784.

Not long after arrival of the family in their new home, Rachel, the oldest daughter, married John Wilson. Some time later, Sally was wed to Robert Taylor.

Samuel and Mary DeWees had three children born to them in Kentucky: John Coburn DeWees who became the husband of Maria Bayless; Eliza who wed Wilkins Tannehill, and Farmer DeWees, who apparently remained a bachelor. The latter was prominently identified with the banking institutions of Lexington for nearly half a century. "He was distinguished for his gentle manners, amiable deportment and quiet charity. Having filled his allotted part in life with fidelity he died July 28, 1869."

## Judge Coburn

A few months after John Coburn arrived in Lexington he was elected a member of the convention called to secure the admission of Kentucky to the Union. His next appointment was Judge of the District Court of Mason County (1795), later becoming Judge of the Circuit Court. The Judge was an ardent friend and admirer of Col. Daniel Boone and an Act of Congress appropriating one thousand acres of land for the old pioneer was the result of his "able and indefatigable promotional efforts."

Judge Coburn with Robert Johnson comprised the Commission appointed to run and settle the boundary line between Kentucky and Virginia (1796).

He married Miss Mary Moss of Fayette County, Kentucky (1786).

. . . . .

A most interesting account of the journey of the DeWees family from Philadelphia to Lexington is contained in the diary of Mary Coburn DeWees recorded in the following pages:





## THE DeWEES FAMILY

## Mary DeWees's Journal

Describing her Trip from Philadelphia, (Pa.)  
to Lexington, Kentucky  
(Sept. 27, 1787 - Jan. 29, 1788)

Sept. 27. Left Philadelphia at 5 o'clock in the afternoon and tore ourselves from a number of friends that assembled to take a last farewell before we set off for Kentucky. Made our first stage 6 miles from the City, being very sick the greatest part of the way.

Sept. 28th. We left the "Sign of the Lamb," at half-past six a.m., and proceeded to Col. Webster's, 7 miles, where we breakfasted, and then set off for the "United States" which we reached at 5 o'clock p.m., and put up for the night on account of my sickness which was excessive, being obliged to go to bed immediately.

29th. Left the "United States" and arrived at "The Wagon," 40 miles from Philadelphia, that place which contains so many valued friends. Sister and children were hearty. The children were diverting to all but poor Maria, who was as sick as it was possible to be. We took our lodging at the "Compass."

30th. Left the "Compass" and reached the "Hat" at 10 o'clock a.m. much better than I was. Lost all the fine prospects the first day, owing to my sickness, which was excessive, being obliged to be led from the wagon to the bed, and from the bed to the wagon.

October 1st. Crossed the Conestoga, a good deal uneasy for fear my sickness should return. The Conestoga is a beautiful creek with fine prospects around it. After refreshing ourselves we took a walk up the creek and I think I never saw a more beautiful prospect. You can't imagine how I longed for you, my friends, to join our little party and to be partakers of the beauties of nature that now surround us. We are seated beneath the shade of intermingling trees that grow leaning o'er the creek, and entirely shade us from the noonday sun. Several, since I sat here, have crossed, some on horseback, others in boats, whilst a fall of water at a little distance adds dignity to the scene and renders it quite romantic.

As the sun was setting, we rode through Lancaster, a beautiful inland town, with some elegant houses in it. I was quite delighted with the view we have from the corner of the street where the prison stands, of the upper part of the town which at once presents to your sight a sudden rise of houses, trees and gardens on either side that has a very pleasant effect.

2nd. Though but a few days since my friends concluded I could not reach Kentucky, will you believe me when I tell you I am sitting on the banks of the Susquehanna, and can take my bit of ham and biscuit with any of them.





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"Returning health has made the face of nature gay,  
Giving beauty to the sun and pleasure to the day."

Just crossed the river in company with Mrs. Parr and her daughter, not the least sick. What gratitude is owing from me to the great Author of nature, who in so short a time has restored me from a state of languishment and misery to the most enviable health.

3d. Passed through York Town, a pretty little town, and lodged about a mile from that place.

4th. This day we rode through Abbott's town, a trifling place. Find the roads much better from Lancaster upwards, than from Philadelphia to Lancaster. Reached Hunter's town, 113 miles. Expect tomorrow to cross South Mountain. Our weather exceedingly pleasant.

5th. Left Hunter's town and proceeded to the mountain, which we began to climb about 10 o'clock, sometimes riding, sometimes walking; find the roads much better in places than we expected, though in others excessive stony; the length, which is ten miles, renders it very tedious. Obliginglly favored with good weather, we have halted on the top of the mountain to refresh ourselves and horses. This afternoon descended the west side, find it much worse than the east side, the road in places for a mile in length so very stony that you can scarce see the earth between, though at other places beautifully watered by fine springs. Took up our lodging at the foot of the mountain, the people very civil, the house right Kentuckian.

6th. Left the foot of the mountain, crossed the falling spring, and proceeded to Chambersburg, a handsome little town with some pretty stone and brick buildings in it. After passing the town we crossed the falling spring again, one of the finest springs in this part of the world, by which several mills in this neighborhood are turned. Obligated to stop sooner than usual, one of our horses being lame; find the people a good deal shy, at first, but after a little while very sociable and obliging; treated with some very fine apples which began to grow very scarce with us. I very much fear we shall be like the children of Israel, long for the garlic and onions that your city abounds with.

7th. Set off for the North mountain which we find so bad we are obliged to foot it up, and could compare ourselves to nothing but a parcel of goats climbing up the Welsh Mountains that I have read of. Sallie is very desirous to know whether this mountain is not the one that's in Mr. Adgate's song. Find this the most fatiguing day's journey we have had, the roads so very bad and so very steep that the horses seem ready to fall backwards, in many places. You would be surprised to see the children jumping and skipping, sometimes quite out of sight, sometimes on horseback, sometimes in the wagon; so you see we have variety, though sometimes would very willingly dispense with some of it. Believe me, my dear friends, the sight of a log





## THE DEWEES FAMILY

house on these mountains, after a fatiguing day's journey, afford more real pleasure than all the magnificent buildings your city contains. Took up our lodging at the foot of the mountain and met with very good entertainment.

8th. Left the foot of the mountain and crossed Scrub hill, which is very bad indeed. I had like to forget to tell you I have lost my children. Don't be concerned for the loss, for they are still in the family; the inhabitants of this country are so cruel as to deprive me of them, but they were kind enough to give them to sister Reese, and I am a Miss from Philadelphia. You may rest assured I don't take the trouble to undeceive them, unless Sally, (as she often does), cries out, where's my ma? The children are very hearty and bear fatigue better than we do, although I think we all do wonderful. You would be astonished to see the roads we have come, some of which seem impassable. Rachel mostly passes half the day in spelling, and Sallie in singing. Every house we stop at she inquires if it is not a Kentucky house, and seldom leaves it until she informs them she is a Kentucky lady.

9th. Crossed Sidling hill and were the greatest part of the day in performing the journey, the roads being so excessively steep, sidling and stony, that it seemed impossible to get along. We were obliged to walk the greatest part of the way up, though not without company. There were five wagons with us all the morning to different parts. This night our difficulty began. We were obliged to put up at a cabin at the foot of the hill, perhaps a dozen logs one upon another, with a few slabs for a roof, and the earth for a floor, and a wooden chimney constituted this extraordinary ordinary. The people were very kind but amazing dirty. There were between twenty and thirty of us, all lay on the floor, except Mrs. Reese, the children and your Maria, who by our dress, or address, or both, were favored with a bed, and I assure you that we thought ourselves lucky to escape being "flead" alive.

10th. After breakfast at this clean house, set off for Bedford, on our way across the Juniata. Passed through Bedford, a small country town, some parts of the road very bad and some of it very pleasant, for a considerable distance. We traveled along the Juniata which I thought very pretty. We put up at a small house where we were not made very welcome, but like travelers we learned to bear a few sour looks unnoticed.

11th. Set off for the Allegheny mountain which we began to ascend in the afternoon. Found it as good as any part of our journey. We ascended in the wagon not without fear and trembling, I assure you. We got about six miles and fell in with a French gentleman and his family going to Pittsburg. We put up at a little hut on the mountain which was so small that we preferred lodging in our wagon to being crowded with Frenchmen and negroes on the earthen floor.

12th. We pretty comfortably arrived at the top of the cloud-capped Allegheny. It was really pleasing to behold the clouds





## THE DEWEES FAMILY

rising between the mountains at a distance, the day being drizzly and the air being heavy rendered the clouds so low that we could scarce see fifty yards before us. This evening got to the mountain, it being twenty miles across. We passed through Berlin, a small town. As the election was held at this place we could not be accommodated. Proceeded to a Dutch house in the Glades where we were kindly entertained.

13th. Proceeded to Laurel creek and ascended the hill. I think in this and many more of the scenes we have passed through we have seen nature displayed in her greatest undress. At other times we have seen her dressed beautifully beyond expression. The roads excessively bad, some of the land fine, the timber excellent, and grows to an amazing height, the generality of it from fifty to sixty feet high. This day, by reason of the badness of the roads, could not reach a stage; the hill being twenty miles across and our horses a good deal tired we, in company with another wagon, were obliged to encamp in the woods; after a suitable place at a convenient distance from a run of water was found, a level piece of ground was pitched upon for our encampment; our men went to give refreshment to our horses. We females having had a good fire made up, set about preparing supper which consisted of an excellent dish of coffee having milk with us; those who chose had a dish of cold ham and pickled beets with the addition of bread, butter, biscuit and cheese for our repast. After supper, sister, the children and myself took up our lodging in the wagon. The men with their blankets lay down at the fire-side; the wind being high with some rain disturbed our repose until near daylight, when we could have enjoyed a comfortable nap had we not been obliged to arise and prepare breakfast, which we did.

14th. Set out for the Chestnut Ridge, horrid roads and the stoniest in the world I believe, every hundred yards rocks big enough to build a small house upon. We arrived at Cheny's mill towards the middle of the day and parted with our company. Cheny's mill is a beautiful situation, or else the scarcity of such places makes us think it more so than it really is. We were overtaken by a family who were going our way, which rendered it more agreeable traveling than by ourselves. I think by this time we may call ourselves mountain proof. At the close of the day we arrived at a house and thought it prudent to put up for the night. The people are Scotch Irish, exceedingly kind and surprisingly dirty. We concluded (as the company that was with us made up eighteen besides the family) to lodge in our wagon, which we did. It rained very hard in the night, but we lay pretty comfortable.

15th. After breakfast we set off for Miller Town. You would be surprised to see the number of pack horses which travel these roads, ten or twelve in a drove. In going up the North mountain, Betsy took it in her head to ride on horseback, and Daddy undertook to escort her. In a narrow path at the edge of a very steep place they met with a company of these packers, when her horse took it into his noddle not to stir one foot, but stood and received a thump behind from every pack that passed. And whilst Betsy was in a state of the greatest trepidation, expecting





every moment to be thrown from her horse, her gallant instead of flying to her assistance stood laughing ready to kill himself at the fun. But the poor girl really looked pitiable. We put up at a poor little cabin, the people very kind which compensates for every inconvenience.

16th. Mr. Dewees and my brother rode about ten miles to McKee's ferry to see how the waters are as we are apprehensive they are too low to go down the river.

17th. Left our little cabin and proceeded to McKee's ferry where we stayed two days in a little hut, not half so good as the little building at the upper end of your garden, and thought ourselves happy to meet so comfortable a dwelling.

18th. Our boat ready, we set off for the river and arrived there at 12 o'clock and went on board immediately. She lay just below the mouth of the Youghiogheny which empties into the Monongahela. At two o'clock we push down the river very slowly, intend stopping at Fort Pitt, where we expect to meet the wagon with the rest of our goods, our boat resembling Noah's Ark not a little. At sunset got fast on Braddock's upper ford where we stayed all night and till 10 o'clock next day.

19th. With the assistance of some people that were coming up in a flat we got off. The water very low. I am much afraid we shall have a tedious passage. Our boat is 40 feet long, our room 16 by 12 with a comfortable fireplace, our bedroom partitioned off with blankets, far preferable to the cabins we met with after we crossed the mountains. We are clear of fleas which I assure you is a great relief for we were almost devoured when on shore. The Monongahela with the many colored woods on each side is beautiful, and in the Spring must be delightful. Are now longing for rain as much as we dreaded it on the land, for it is impossible to get down until the water rises. We live entirely independent, and with that there is a pleasure which dependents cannot be partakers of. We are all very hearty, nor have I had the least sign of sickness since I came on board. May I ever retain a grateful sense of the obligation due to the great Creator for his amazing goodness to me, especially, who had every reason from the first of the journey to fear quite the reverse. About 3 o'clock we passed the field (just about Turtle Creek) where Braddock fought his famous battle with the French and Indians, and soon after got fast on the tower ford, but by the agility of our men soon got off. The river about a quarter of a mile across. Sammy and Johnny have gone ashore for milk.

20th. Arose as soon as our men had prepared a good fire, got breakfast and Mr. Dewees set off for McKee's, where we left the horses on account of the water being low. Expect to reach Pittsburg tonight. Just opposite the hill where Gen. Grant fought his battle with the French and Indians who were in possession of Fort Pitt at that time. As the sun was setting hove in sight of the coal hill and ferry house opposite Pittsburg. This hill is very large and affords a vast deal more coal than can be consumed in that place. What a valuable acquisition would it be near your





city.

21st. We are now lying about a mile from Pittsburg and have received several invitations to come on shore. We have declined them all, as the trunk with our clothes has not come up, and we, in our traveling dress, are not fit to make an appearance in that gay place. Just received an invitation from the French lady we traveled part of the way with to come up. Mr. Tilton called on us with Mrs. Tilton's compliments, they would be happy to have us to tea. After he went, three French gentlemen and an Englishman came on board and expressed a great deal of pleasure to see us so comfortably situated. In the afternoon Mr. O'Harra waited on us and insisted on our going to his house, which in compliance with their several invitations we were obliged to accept, and find them very polite and agreeable. We stayed and supped with them, nor would they suffer us to go on board while we continued at this place.

22nd. Mrs. O'Harra waited on us to Mrs. Tilton's, to Mrs. Nancarrow and to Mrs. Odderonge and engaged to tea with Mrs. Tilton. Col. Butler and his lady waited on us to the boat, very much delighted with our cabin, took a bit of biscuit and cheese with a glass of wine and then returned to dine at Capt. O'Harra's; spent the afternoon at Mrs. Tilton's with a room full of company, received several invitations to spend our time with the ladies at Pitts. Called on Mrs. Butler and saw a very handsome parlor, elegantly papered and well furnished. It appeared more like Philadelphia than any I have seen since I left that place.

23d. Drank tea at the French lady's with several ladies and gentlemen of this place.

24th. The town all in arms. A report prevailed that a party of Indians within twenty miles are coming to attack the town. The drums beating to arms with the militia collecting from every part of the town, has I assure you a very disagreeable appearance.

25th. Left our hospitable friends, Captain O'Harra and lady, not without regret, as their polite and friendly entertainment demands our utmost gratitude. They went with us to the boat, where we parted forever. Was much disappointed in sending our letters, as the man that was to carry them set off before the messenger got back from the boat. About 11 o'clock a.m., dropped down the Ohio, and at the distance of a mile and a half had a full view of Capt. O'Harra's summer house which stands on the banks of the Allegheny river which runs about a hundred yards from the bottom of their garden. It is the finest situation that I ever saw. They live at the upper end, or rather out of the town. Their house is in an orchard, the only one in the place, from the front of which they have a full view of the Monongahela and the Ohio rivers. It is impossible for the most lively imagination to paint a situation and a prospect more delightful. At the close of the day got to the lower point of McKee's island, where we came to an anchor under a large rock near sixty feet high and the appearance of just falling in the water. On one side, in a large





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smooth place are engraved a number of names, among which are your Eliza's and Maria's.

26th and 27th. Stand at McKee's Island waiting for water, which is too low to go down. Took a walk up the hill from which we have a fine prospect of both sides of the island, and saw an Indian grave with three others, on the top of the hill. Likewise the remains of an old entrenchment that was thrown up in the last Indian war. Saw three boats filled with troops going to Pittsburg. We suppose they are going up for provisions for the garrison below.

28th. Mr. Dewees and Mr. Shelby went up to Pitt, and am in hopes they will bring some intelligence of the warriors that went out against the Indians.

29th. Still continue at the island waiting for water. Had the pleasure of the ladies' company from the island, who gave us an invitation to visit them. Had a very stormy night and a snow of two or three inches.

30th. The weather much in our favor. It rained all day. Sewing and reading, and when the weather is fine, walking, are the amusements we enjoy. The gentlemen pass their time in hunting deer, turkeys, ducks and every other kind of wild fowl with which this country abounds. A beautiful doe had the assurance the other day to come half way down the hill and give a peep at us, but our hunters being out, it escaped being taken. Fishing makes up part of their amusement.

31st. Still in the hope of the waters rising as we had snow again this morning, and a prospect of rain; this is the most tedious part of our journey as we still continue in one place.

Nov. 1st. The weather clear and cold, and no prospect of the water rising. Am a little apprehensive we shall have to winter among the rocks. You can't imagine how I want to see you all. Often do I indulge myself in fancy's eye in looking at my dear friends in their several families and wish to be a partaker of their happiness. Eliza, too, I long to know how she behaves in her new department. I suppose she often bridles when she looks at my Harriet to think she has got the whip hand of her.

2d. Went over to the island to see our new acquaintances, and they insisted on our repeating our visits. While we stayed a man came in that was wounded by the Indians a few days ago. About twenty miles from Pitt a party of traders were surprised by them in the night but got off with but little bloodshed, although one was wounded in the head with a tomahawk.

3d. Received a visit from three French gentlemen who came to dine with us on board the boat.

4th. Today the two Mr. Williams came to invite us to their house, a mile from this place, promising to furnish us with horses and saddles, but we declined accepting their invitation,





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choosing rather to continue where we are until we go down the river.

5th. Mrs. Hamilton and Miss Conrad, from the island, called on us to take a walk up the hill to gather grapes, of which we got a great abundance.

6th. Brother and Mr. Shelby (one of our passengers), went up to Pitt to procure some necessaries for us.

7th. Dined on an excellent pike. Had the company of the three French gentlemen before mentioned, to dine with us, who came to invite us to a ball held at Col. Butler's, where thirty ladies and gentlemen were to assemble for that purpose. It is hardly worth while to say we declined going, as it was out of our power to dress fit at this time to attend such an entertainment or else, (you know), should be happy to do ourselves the honor.

8th. Had several gentlemen to dine on board the ark, expecting a fine hunt of some deer which kept about three hundred yards from our boat on a very high hill, but a shower of rain in the night disappointed them, rendering the brush and leaves too wet for that purpose. They passed the day squirrel hunting and fishing for pike, this being the season for them. I saw one today weighing thirty weight, the most beautiful fish I ever saw.

9th. Paid a second visit to the island. Are still in hope of rain.

10th-18th. From the 10th to the 18th of November, we passed our time in visiting and receiving visits on board our boat, when we bid our island friends adieu and pushed down the Ohio. Saw a small Kentucky boat go down yesterday which induced us to set off as the water has risen but very little, but still continues to rise slowly. Passed Fort McIntosh and got fast for a minute on one of the ripples.

19th. Passed Backer's fort about 10 o'clock a.m., and proceeded down the Ohio, a very beautiful river. The country very hilly on both sides; the river in places a mile and a half wide. In other places much narrower. So near are we to the Indian country and yet think ourselves pretty safe. The wind blowing very hard and being contrary obliged us to put on shore sixty-five miles below Pittsburg; the boat tossing about a good deal occasioned one to feel a little qualmish. Betsy Reese was so sick she was obliged to go to bed. What strange reverses there are in life. The children are very hearty and one is now playing with Daddy on the shore. We passed Fort Steuben and the Mingo bottom at night. We should have got up to see the fort, but the watch told us we could see nothing as it was cloudy. The barking of the dogs at the fort, the howling of the wolves, and the yelling of the hunters on the opposite shore were a little alarming at first, but we soon got reconciled to them.

20th. Just as the day broke we got aground on a sand-bar,





at the beach bottom. Just at that time a small Kentucky boat that was ashore endeavored to alarm us by firing off a gun and accosting us in the Indian tongue, but our people could just discern the boat which quieted our fears. At sunrise we passed by Norris Town on the Indian shore, a clever little situation with ten cabins placidly situated. Saw another Kentucky boat, and passed by Wheeling, a place where a fort was kept and attacked last year. It is pleasantly situated on a hill. There was a boat and many people were waiting to go down the river. An excessively hard gale of wind obliged us to put to shore. After the wind abated, we again put out in the channel, and were obliged again by a fresh gale to put to shore on the Indian coast, which caused some disagreeable sensations, as it is not long since the Indians have done some mischief hereabouts. After the wind lulled, they thought proper to put out again, though it still continued to rain very hard which made it very dark and disagreeable, as it was impossible to discern where the rocks and ripples lay. But notwithstanding all the obstructions, we have gone at the rate of fifty miles in the twenty-four hours, nor have I felt the least sickness since the first gale, though we have been tossed about at an amazing rate. My brother has just come off the watch and tells us we are again anchored, though on the opposite shore. The weather being too bad to proceed, we lay all night ashore. It still continued very stormy, many large trees blew down on the bank and we expected every moment the boat would leave her anchor.

21st. The wind still blowing very hard, we stayed till one o'clock when we again put out, but made but little progress, the wind still ahead. Some of our people went ashore and brought a fine wild turkey. Just passed Grave creek, twelve miles below Wheeling. At dark passed Cappatana creek, and in the night passed Fishing creek.

22d. About 10 o'clock a.m. passed Fish creek, being the largest one we have passed. There is a beautiful level bottom on each side, with hills on hills, which seem to surround it, clothed in their freshest verdure. About 12 o'clock got into the long reach, it being about fifteen miles long, ten of which you may see straight forward without the interruption of shore bends which are very frequent in the river. The diversity of mountains and valleys, and the creeks that empty into the Ohio on both sides, with a variety of beautiful island in the river, render it one of the most beautiful rivers in the world.

23d. The weather hazy, but calm. Called up by the watch about five o'clock a.m. to look at Fort Muskingum. It being hazy, could discover nothing but the lights at the fort and vast body of cleared land. At daybreak was agreeably serenaded by the drums and fifes at the fort being the reveille. It sounded very pleasing, though at considerable distance. At 10 o'clock we got to the little Kanawha. Half-past one got to little Hocking river. At four passed the big Hocking, a little before dark got opposite Flynn's old station, a clever little place on the bank of the river with a large cornfield on each side. At dark came to Bellwell, a place founded by Mr. Tilton, late of Philadelphia. This is the most delightful situation I have seen on the Ohio. There are





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about a dozen little cabins built on the bank in which families reside, each with a field of corn and a garden, with a small fort to defend them from the savages. This settlement began about three years ago, distant from Fort Pitt two hundred and twenty miles on the Virginia shore.

24th. Rose about six o'clock to look at Latorch Falls, which are very rapid. In the last twenty-four hours have come seventy miles. Had the pleasure of seeing a doe and a beautiful little fawn on the Indian shore, at too great a distance to shoot at. The variety of deer, ducks, turkeys and geese with which this country abounds, keeps us always on the lookout and adds much to the beauty of the scene around us. Between the hours of six and eleven we have seen twelve deer, some feeding in the green patches that are on the bottoms, some drinking at the river side, while others at the sight of us bound through the woods with amazing swiftness. As we arose from dinner we got to Campaign creek, the place Gen. Lewis crossed when he went against the Indians, this last war. Just after dark we passed Point Pleasant; the moon shining very brightly gave us an imperfect view of the beauties of this place. It is built on the banks of the Ohio, and at a point of the Kanawha river. At the point stands the fort which in the time of the American war was attacked by the Indians, but was defended, and they driven off across the river by Gen. Lewis, who owns a vast tract of land at this place. There are 12 or 15 houses besides the fort and a good deal of cleared land about it. The last twenty-four hours brought us 85 miles further on our voyage.

25th. At 6 o'clock a.m. got to the Gunboat river, but not being called up, lost the sight of it. You can't imagine how much I regret the time lost in sleep. It deprives me of seeing so many of the beauties of nature. Just as we were going to breakfast came to a small river called Indian Quindot, and at 9 o'clock to Tweel Pool river and soon after to Big Sandy creek on the other side of which the Kentucky lands begin. At 3 o'clock passed Little Sandy river, three miles below Big Sandy. Came to Scioto in the evening. Came 100 miles this day.

26th. At 4 o'clock a.m. woke up by a hard gale of wind, which continued until breakfast time, when we had both wind and tide in our favor. At half-past nine we came to the three islands 12 miles from Limestone. At half-past one hove in sight of Limestone. At 3 o'clock landed safely at that place, where we found six boats. The place very indifferent, the landing the best on the river. There are at this time about 100 people on the bank looking at us and inquiring for their friends. We have been nine days coming from McKee's Island, three miles below Pittsburgh.

27th. As soon as it was light my brother set off for Lexington without company, which is far from safe, so great was his anxiety to see his family.

28th. Left Limestone at 9 o'clock, there being 30 odd boats at the landing, the chief of which arrived since yesterday at three o'clock. We got to a little town called Washington in the





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evening, where we stayed and lodged at Mr. Wood's from Philadelphia.

29th. Left Washington before light and got to Mary's Lick at 12 o'clock. Left there and reached the north fork where we encamped, being fifteen or twenty in company. We had our bed at the fire; the night being very cold and the howling of the wolves, together with it being the most dangerous part of the road, kept us from enjoying much repose that night.

30th. Was agreeably surprised by the company of Mr. Reese and Mr. Merrel, who came out to meet us, but having taken a wrong road, missed us the evening before. We reached Grant station that night, where we lodged, and on the first of December arrived at Lexington, being escorted there by Mr. Gordon and lady who came out to Bryan's station to meet us; we were politely received and welcomed by Mrs. Coburn. We all stayed at my brother's until the 11th of December when Betty Reese left us to begin house-keeping, her home not being ready before.

Jan. 1st, 1788. We still continue at my brother's and have altered our determination of going to Buckeye farm, and mean to go down to South Elk Horn as soon as the place is ready. Since I have been here I have been visited by the genteel people, and received several invitations both in town and country. The society in this place is very agreeable, and I flatter myself I shall see many happy days in this country. Lexington is a clever little town with a court house and jail and some pretty good buildings in it, chiefly log. My abode I have not seen yet, a description of which you shall have by and by.

Jan. 29th. I have this day reached South Elk Horn and am much pleased with it. It is a snug little cabin about nine miles from Lexington on a pretty ascent, surrounded by sugar trees. A beautiful pond is a little distance from the house and an excellent spring not far from the door. I can assure you I have enjoyed more happiness the few days I have been here than I have experienced these four or five years past. I have my little family together and in full expectation of seeing better days.

Col. William DeWees III ( - 1782)

## Valley Forge

Col. William DeWees, oldest son of William, Jr. and Rachel Farmer DeWees, was proprietor of the Valley Forge estate in Chester County, Pennsylvania.

His first wife was Sarah Potts, daughter of Thomas and Rebecca Rutter Potts. After her death he married Sarah Waters.

Thomas Potts, Sr. and Thomas Rutter cast the first cannon (1776) made in this country. They were tested and accepted for the Pennsylvania Council by Col. Philip Frederick Antes, a cousin of Col. DeWees.





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In 1773, Joseph Potts, of Philadelphia, conveyed to Col. William DeWees an undivided "moiety" (a part of indefinite dimensions) of Mt. Joy furnace, which he had been operating jointly with his cousin, David Potts. There was a large flour mill on the property operated by a water wheel, power from the latter source at times being diverted to run the iron mill. The Colonel lived in a stone house on the forge property. His father lived in a large stone mansion adjacent to the flour mill.

On July 23, 1777, the British General Howe abandoned his encampment in New Jersey and, with his army of 18,000 men, moved on to attack Philadelphia. He had planned to sail via the Delaware River but obstructions placed in the river by American patriots caused a change in his plans and necessitated sailing to the head of Chesapeake Bay, disembarking his troupes at the mouth of the Elk River and from there proceeding overland toward Philadelphia. At that time General Washington was encamped on the Brandywine River, with his left wing stationed at Chad's Ford.

General Mifflin, Quartermaster General of the American forces, upon learning of Howe's approach, ordered that the greater part of his provisions and military stores be deposited in the houses on the Valley Forge reservation. Part of these stores were removed as the enemy approached. While the main British Army under Howe lay in Tredyffrin Township during maneuvers which carried them across the Schuylkill River at Fatland and Gordon Falls on their march to Philadelphia, a detachment dispatched to Valley Forge burned the forge, sawmill, two large stone dwellings, and destroyed or carried away two coal houses, four hundred loads of coal and twenty-two hundred bushels of wheat and rye in the sheaf. The grist mill was unmolested.

On December 11, 1777, General Washington took possession of Valley Forge for his winter quarters, occupying the stone mansion which had been the home of William DeWees, Jr. On his staff, at the time, were General Lafayette, a boy of twenty, and Count Pulaski. While in possession of the Continental forces, the mansion of Col. DeWees was repaired and fitted up as a bake house for use of the army. Additional supplies were baked by private families in the neighborhood to feed the troops.

Soldiers erected a temporary armory on the site of the old iron slitting mill, manufacturing and repairing arms for officers and men.

A hospital was established in the Friends' Meeting House in the Valley near the encampment.

In his history of the American Revolution, John Fisk states: "at one of the most critical moments of the year 1777, Congress made a complete change in the Army Commissariat, hitherto most efficiently managed by a single officer, Col. Joseph Trumbull."

They appointed a Superintendent of Purchase and a Superintendent of Supplies, both accountable, not to their superior





officers, but direct to Congress and in spite of earnest opposition of General Washington. Col. Trumbull resigned and the department was filled with political appointees without reference to fitness, and fell into hopeless confusion.

On December 22, General Washington was actually prevented from executing a most promising movement against General Howe because two brigades "became mutinous for want of food."

"The Quartermaster's department was in no better condition. The dreadful sufferings of Washington's army at Valley Forge resulted from gross mismanagement. As the soldiers marched, on December 17, to winter quarters, their route could be traced in the snow by blood that oozed from bare, frostbitten feet, while hogsheads of shoes, stockings and clothing were lying at different places on the roads and in the woods perishing from want of teams and teamsters."

"On December 23, Washington informed Congress that 2,898 men in camp were unfit for duty, being barefoot, naked, and were without blankets and compelled to gain warmth from wood fires."

"In the deficiency of oxen and draft horses, gallant men volunteered to serve as beasts of burden and, yoking themselves to wagons, dragged into camp such meagre supplies as they could obtain for their sick and exhausted comrades."

After the war, a new Valley Forge building was erected, considerably downstream from the location of the forge destroyed by the British.

The Valley Forge home of William DeWees, Sr. occupied by General Washington as his headquarters during the winter campaign of 1777, was later converted to a tavern and named "Washington Inn" in honor of the General. It is listed in "Early American Inns and Taverns" (1937) by Elise Lathrop, and the author quotes the tradition that "upstairs in the second story right-hand room Washington, in 1777, wrote at midnight the only report of the Battle of Brandywine that he ever sent to Congress."

"Twelve years later, Washington was received and welcomed at the same Inn by the people of Chester, as their President."

"Although the front of the house has been changed, some of the old features remain, such as the piazza across the second story front, converted into a sun parlor without greatly altering the appearance."





## THE DOTTERER FAMILY

George Philip Dotterer II (1729 - 1771)

## GENERATION III

George Philip Dotterer II, eldest son of Johann Michael Dotterer and Anna Maria Fisher, was born (August 30, 1729) in Frederick Township, Pa., now Montgomery County. When twenty-five years of age (May 1754), he married Elizabeth Antes, daughter of Henry Antes, a prominent man of the times and a highly respected counselor of the German pioneers in the Pennsylvania Colony.

Michael and Maria Dotterer conveyed (May 20, 1765) to George Philip, their oldest son and heir, one hundred and seventy-three acres and one hundred perches of land facing the township line between Frederick and New Hanover township, the consideration being "As well for and in consideration of the natural love and affection which they have and do bare for and towards their said son and for his preferment in the world, as also for and in consideration of the sum of one hundred pounds lawful money of Pennsylvania, well and truly paid."

Six years later Philip, the son, and Elizabeth, his wife, granted to Jacob Peterson (October 8, 1762) the above described property inherited from his parents and shortly thereafter Philip purchased land in the Limerick Township, settled there with his family and entered into partnership with Henry Seidle in the operation of an inn with a connecting general store.

The partnership was of short duration as Seidle died shortly after the beginning of the year 1764.

After Seidle's death, Philip apparently continued the business on his own account, as indicated by the issuance of a license to keep a tavern, granted to Philip Dudrow (Dotterer) of Limerick Township (October 21, 1765). A renewal of the license was recorded January 3, 1768.

In the proprietary tax assessment of Limerick Township for the year 1769, Philip Dotterer's name appears in the listing as owner of 340 acres of land.

George Philip and his wife, Elizabeth, were blessed with six children: two sons, Henry and Frederick, and four daughters, Benigna (sometimes spelled Peninah), Anna, Elizabeth, and Mary. Daughter Elizabeth married Henry Dukehart of Baltimore town, Maryland, afterwards residing there until she passed away (September 24, 1843) at the age of eighty-five years. She and her husband lie buried in Old St. Paul's P. E. Churchyard, among many notables of her day and generation.

George Philip Dotterer died (August 23, 1771) without making a will. Letters of Administration were granted (September 23, 1771) to Elizabeth Dotterer, the widow, and Frederick Antes, her brother. An inventory of "all goods, chattles, rights and credits" approximated the value of six hundred and ten pounds. The ap-





## THE DOTTERER FAMILY

praised value of his real estate amounted to eighteen hundred and ninety pounds, a total of twenty-five hundred pounds.

On the other hand, the liabilities of the deceased approximated twenty-one hundred pounds.

His widow, Elizabeth, married again (April 23, 1772), her second husband being Rev. Nicholas Pomp. Elizabeth died May 20, 1812, at the age of seventy-eight.





## THE DOTTERER FAMILY

Johann Michael Dotterer, Jr. (1735 - 1811)

Michael, third son of Johann Michael Dotterer, Sr., and Anna Maria Fisher, was born October 31, 1735. He married (1) Anna Reiff who bore him four children: Philippina, Philip, Peter and Michael 3rd, (2) Catherine Reiff, a sister of his first wife who likewise bore four children: John, Conrad, Anna Maria and Catharina. They lived in the old family home comprising 155 acres located on the banks of Society Run which he and his brother, Philip, had purchased from their parents in 1763. In 1765 he purchased 36 acres additional fronting on Hanover township and adjoining the family property on the northeast.

It was Michael, Sr.'s custom, when crossing the run, to walk over on the trunk of a tree which had so fallen as to span the stream. On one occasion, when the run had been swollen by heavy rainfall, Catherine directed their son, Conrad, to watch out for his father and aid him when crossing.

Notwithstanding Conrad's assistance, his father slipped off the log and fell into the turbulent stream. The boy succeeded in grasping and clinging to one of the tails of his father's coat and, with great danger to himself, towed his father safely ashore.

It is recorded that Michael, grateful for the heroic rescue, promised Conrad a reward of fifty pounds. Michael died without making the promised payment, nor was provision made for it in his will. Several of the heirs urged that all contribute a proportionate share and pay Conrad the award, but one son-in-law demurred, resulting in a family unpleasantness. The problem was effectively solved by his mother, Catherine - a provision in her will reading: "I give and bequeath unto my son, Conrad Dotterer, fifty pounds lawful money of Pennsylvania for 'divers' good reasons." (Her phraseology suggests a subtle wit.)

#### Philadelphia County Associators

During the first half of the Eighteenth Century the port of Philadelphia was continually harassed by French privateers. In one month, twelve Philadelphia merchant vessels at anchorage in the Delaware were captured by the French, including a pilot boat and the ship "MARY" with a valuable cargo bound for London, her home port. Conditions precipitated a climax when the pilot boat of a French sloop, manned chiefly by Spaniards, with a privateersman crew, landed at several plantations bordering the Delaware, plundered the homes and carried away Negro servants.

When the news of these depredations reached Philadelphia, neither the Council nor the Assembly (both controlled by a Quaker majority) were in session, nor did a check of the membership indicate their willingness to sanction the financing of fortifications or ships of war for protection of their city.

It was at this period that Benjamin Franklin, through the





## THE DOTTERER FAMILY

publication of an ably edited pamphlet, crystallized public opinion in the determination to adopt a policy of public defense.

Followers of Franklin met in Walton's Schoolroom (Saturday, November 21, 1747) and formed an "Association for Military Purposes."

A committee was appointed to draft a plan of action which was submitted to a subsequent meeting at Robert's Coffee House on Front Street.

The next day articles of membership were ready for signing and in three days more than five hundred signatures were obtained. Not only in the city but throughout the province applications for membership in the Association continued at a constantly accelerating pace.

The Common Council (November 26, 1746) petitioned the proprietary government to provide cannon, arms and ammunition for the equipment of a bettery. The Provincial Council met the same day, approved the action of the citizens and encouraged the purpose of the Association, constituting in effect the final dissolution of the Quaker non-resistance policy in Philadelphia. The epoch of William Penn's passivist empire expired November 21, 1747.

At the outbreak of the Revolutionary War, Michael, Jr., joined the Associators<sup>(1)</sup>, was commissioned Captain and attached to the 6th Battalion commanded by Col. Frederick Antes.

His company comprised all men liable for military duty in Frederick township, together with a part of those from the adjoining township of Limerick. They were mustered into service May 26, 1777. In August, 1777, the eight classes<sup>(2)</sup> comprising his company, together with the entire 6th Battalion under Col. Antes, were called to active duty by the Supreme Executive War Council, then in session in Philadelphia, and ordered to rendezvous immediately at Swedes Ford on the Schuylkill River just below the present site of Morristown, there engage the Hessians under General Knyplausen and, at the same time, patrol the neighborhood in an endeavor to prevent supplies reaching the British Army during their occupation of Philadelphia.

Subsequently, the first four classes of the 6th Battalion, which included Capt. Dotterer's company, were ordered to cover the march of General Washington's army from Philadelphia to Valley Forge.

In 1784, Michael Dotterer was assessed on a property valuation of 3850 pounds, including 220 acres of land. From 1799 to 1811 the farm was assessed in the name of Conrad Dotter, indicating that Michael had relinquished farming, his son Conrad becoming tenant.

Michael Dotterer died March 12, 1811, and was buried with his two wives in Bertelots Cemetery, Falkners Swamp, New Hanover





## THE DOTTERER FAMILY

township.

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- (1) At least three separate and distinct Colonial military organizations fought in the Revolutionary War:

Associators: Volunteers organized in the cities and counties of Pennsylvania.

Militia: Volunteers, officered and supported by provincial governments.

Continental: Regulars, officered and supported by National Congress.

- (2) An article by Hugh Jameson entitled "Equipment for the Militia of the Middle States (1775-1781)" was published in Military Affairs, Volume III, Spring 1939. In a footnote, Mr. Jameson states:

According to statutes the militias were divided into eight classes, which classes were to take their tour of duty in succession, and refers specifically to laws of the State of Maryland, 1777, and the statutes at large of Pennsylvania.

The Maryland Hall of Records furnishes the following information:

Some enlistments were for qualifying terms of service, i.e.,  
Volunteers for general service terminating December 1, 1776.  
Volunteers for general service covering duration of hostilities.  
Volunteers for length of war "not to march out of the province."  
Volunteers for three years general service.  
Draughts for nine months general service.  
Draughts for general service until December 10, 1781.

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## PIONEER WEDDINGS

Long after the first settlement of the country the youths and maidens married when quite young. A family establishment entailed but little labor and nothing else. The marriage ceremony took place at the home of the bride's parents.

On the wedding morn, the groom and his attendants assembled at his father's house, moving on the bride's residence by noon, the usual time for celebrating the nuptials which needs take place before dinner. The latter was a substantial backwoods feast of beef, pork, fowls, and sometimes included venison and bear meat roasted and boiled with potatoes, cabbage and other vegetables in abundant profusion.

The typical dining table was a heavy slab of wood hewn from the whole wood by a broadax and supported by four stout sticks set in auger holes. The dinner service consisted of pewter dishes and spoons, wooden bowls and trenchers (a wooden platter on which to carve meats, etc.). If table knives were scarce, scalping knives, which were carried in sheaths suspended to the belt of the hunting shirt, made an acceptable substitute. Articles of horn, used for culinary utensils, were common practice.

The bride's father, acting as host at the nuptial feast, was seated in a chair at the head of the table while his family and guests were seated on wooden benches.

The gentlemen dressed in home-made shoe-paks, moccasins, leather breeches, leggings and linsey hunting shirts. The ladies were attired in linsey petticoats, linsey or linen bed-gowns, coarse shoes, stockings, handkerchiefs and buckskin gloves, if available. If there were any buckles, rings, buttons or ruffles they were family pieces inherited from parents, grandparents or other family antecedents.

At the conclusion of dinner the dancing began. The commencement was always a square dance formed by two couples and followed by "jigging it off" in which two of the four would single out for a jig and were followed by the other couple. As the jig dancers tired they would "cut-out" and their places taken by others of the company without interrupting the dance, which was continued until the musicians played out. Towards midnight if any of the company, through weariness, attempted to run out on the party they were hunted up, paraded on the floor and the fiddler ordered to play, "Hang out till tomorrow morning."

More compassion was allotted the bride. At about nine or ten o'clock a deputation of young ladies stole off the bride and put her to bed.

Frequently it was necessary to ascend a ladder instead of a stairway leading from the dining and ballroom to the loft, the floor of which was made of clapboards lying loose without nails.

Immediately thereafter, a delegation of young men in like





## PIONEER WEDDINGS

manner stole off the groom and placed him snugly by the side of his bride.

Another popular ceremony took place before the groom and his cortege reached the house of the bride. A bottle of rum was placed near the door of her home and when about a mile off two young men would single out to run for the bottle. The worse the chosen path, the more fallen trees and deep hollows, the greater the sport and opportunity offered for display of skillful horsemanship. Evidently, the present-day fox hunt, in point of danger to horse and rider, was placid in comparison to the race for the bottle. The first to reach her door was presented with the prize, with which he returned in triumph to his companions announcing his victory by a shrill whoop. The groom was accorded the first swig from the bottle, then his attendants were favored, finally the winner drained the remainder and, putting the bottle in the bosom of his hunting shirt, took his station with the company.





## GENERATION IV

## THE ANTES FAMILY

Anna Margarettta Antes (1728-1794)

Anna Margarettta Antes (born September 9, 1728), second daughter of Henry Antes, Sr., was sent by her father to London, England (1743) to complete her education in the English schools of the United Brethren. She made the journey overland from her parents home in the Pennsylvania colony to New York City, sailing from there to England in care of her father's friends, the Moravian Bishop, Count Nicholas Louis von Zinzendorf, and his wife, Dorothea.

While in England she met and married the Reverend Benjamin Boneval Latrobe, a bishop of the Moravian Church. His family was descended from Count Henri Boneval who fled from his native France to Holland after the revocation of the edict of Nantes, their descendants eventually migrating to Yorkshire, England.

Benjamin and Margarettta Antes Latrobe were blessed with three sons and four daughters: (1) Christian Ignatius, (2) Anna Louisa Leonora, (3) Benjamin Henry, (4) Justinia, (5) Mary Agnes, (6) John Frederick, and (7) Justinia Elizabeth (D.I.).

Their first born, Christian Ignatius, was ordained a Moravian Bishop in succession to his father. He married Anna Benigna Syms who bore him six children: (1) Charlotta, (2) Peter, (3) Agnes, (4) Charles Joseph, (5) John Frederick, and (6) John.

Peter Latrobe (2) maintained the family tradition by succeeding his father in the Moravian Bishopric. Charles Joseph Latrobe (4) was appointed and served as the first Lieutenant Governor of Victoria, Australia. It was there that he and his wife, Sophie de Montmollin, spent their early married life with their three children.

Count Peter de Salis-Soglia, a resident of Neuchatel, Switzerland, married their daughter, Agnes Louise, and Georges Godet, dean of the Theological Seminary in Neuchatel, wed their daughter, Mary Cecilia.

Henry S. Dotterer writes of his  
visit with members of Charles Joseph  
Latrobe's family in Neuchatel (1896)

"We reached the interesting city of Neuchatel on the 20th of May, 1896, and at once proceeded to the Hotel du Soleil, a modest but comfortable place of rest, which was to be our home for the succeeding three days. Before we arrived, Countess de Salis-Soglia, nee Agnes Louise Latrobe, and her sister, Madame Georges Godet, nee Mary Cecilia Latrobe, two great-great-granddaughters of Henry Antes, had called and left cards inviting us to visit with them. The thoughtful courtesy caused Mrs. Dotterer and myself to realize we were not without friends, though far from home.





## THE ANTES FAMILY

"This kindness and the many courtesies received from these two ladies and their families during our stay were appreciated most heartily and we remember them most vividly.

"Neuchatel is charmingly situated on the western side of the lake of the same name in Western Switzerland. The business houses, the market, the public offices, and some residences are located on the margin of the lake; beyond these a sharp acclivity rises, upon whose sides the principal part of the city is built. The cathedral stands out prominently upon a plateau on the mountainside. The castle stands beside it. They are of the Twelfth Century and are the most striking objects in the view from the lake. Above these are costly and beautiful residences. From the higher elevations a magnificent view spreads out before the observer, the city at his feet, the lake lined with picturesque villages and landings beyond, and the snow-covered Alps in the distance. Grapes are cultivated here, and one is reminded of Naples and Capri by the walls and pathways on the mountainside, and the men and women ascending and descending. A new post-office has recently been erected by the Swiss government. It is built of a local rock of a rich yellow color. Its architecture is radically different from that in favor with the United States government architects. Several times I stopped to read upon its sides the names of the greatest postal cities of the world, and to admire its beauty of color and design. One could wish that our American postal authorities might break away from the severe lines now in vogue and adopt some of the artistic and graceful conceptions utilized at Neuchatel.

"The Countess de Salis resides in the Chateau La Plota on the eminence overlooking the town and lake. Count de Salis is a gentleman of broad culture and is wedded to Art. He is Director of the local museum of art and antiquities. The Countess also has many treasures bearing upon the family history. She has the manuscript diary kept by her father during a visit to the United States in 1832. One of his fellow-passengers was Washington Irving. Between them a friendship grew which resulted in their making a journey together to the Western states.

"Madame Godet's home is close to the lake. Prof. Godet is the head of the School of Theology. He is deeply interested in the sufferings of the Armenians in Turkey and the Stundists in Russia; and has done much by pen and word to raise funds to alleviate their needs. Madame Godet feels a deep interest in the American history of her family. She placed before me a number of relics and souvenirs of her ancestors, and books written by the LaTrobés and John Antes. Rev. Charles Ignatius LaTrobe was a voluminous author, having written works on sacred music, travel and religion."





## THE ANTES FAMILY

Benjamin Henry Latrobe (1766-1820)  
Pioneer Architect and Engineer

Benjamin Henry Latrobe, son of Anne Margaretta Antes and Benjamin Boneval Latrobe, was born at Fulnec, England (May 1, 1766), and received his early schooling at Yorkshire, England. When about twelve years old, he was sent by his parents to Moravian schools in Saxony, later attending Liepsic University, recognized at that time as the outstanding European institution for the higher branches of learning.

Concluding his university training at the age of eighteen, he toured Germany for several months, gaining particular interest in the architecture of the celebrated buildings he saw. During his travels he met, by chance, several English and Prussian friends of his university days. In a spirit of wild adventure, he and his friends obtained commissions as subalterns in the Prussian Army, he being attached to a company of Hussars. Severely wounded in the last of several hard skirmishes, he resigned from the Army, returned to England and conscientiously applied himself to the study of architecture and engineering with John Smeaton, the famous English engineer, as one of his teachers. An appreciation of detail and a retentive memory of the architectural design of the buildings which had interested him during his travels on the Continent proved invaluable in his studies of architecture when a student under Smeaton and later while associated in the office of Charles Robert Cockerell (Circa 1788), who afterwards became celebrated as Professor of Architecture in the Royal Academy.

His wife, Lydia Sellon, died (1793) in less than three years after their marriage, leaving her husband deeply saddened by his loss. Depressed and dispirited, he completed his engineering commissions in England, resigned as "Surveyor of Public Office and Engineer of London" and sailed for America, leaving his two motherless children, Henry Sellon and Lydia Mary, in England with his sister.

Benjamin Henry Latrobe arrived at Norfolk, Virginia (May 20, 1796), after four months on the high seas, becoming the first professional engineer and architect to land on American soil.

He carried many letters of introduction to prominent men in the land of his mother's people and "was received and treated in the kindest manner by all to whom he presented them."

After remaining several months in Norfolk, Latrobe proceeded to Richmond where he remained until November, 1798, when he moved to Philadelphia, the home of his mother's family.

During his stay in Virginia, he designed many private buildings in Richmond, Petersburg and Norfolk. He was commissioned to examine and report on the proposed Dismal Swamp Canal, to recommend improvements to navigation of the Appomattox and James rivers, also to report on the fortifications at Norfolk, with a view to their renovation.





## THE ANTES FAMILY

Two years after establishing a residence in Philadelphia (May 1, 1800), he married Mary Elizabeth Hazelhurst, a native of that city, by whom he had four daughters (three dying in infancy) and two sons. The oldest, John H. B. Latrobe, married twice: (1) Margaret Stewart of Baltimore (1828). (2) Charlotte Virginia Claiborne (1832) - thus becoming the progenitor of the Baltimore Latrobe family.

An interesting article by Fritz Redlich, in the July 1945 issue of THE PENNSYLVANIA MAGAZINE, published by the Pennsylvania Historical Society, recites that B. H. Latrobe moved to Philadelphia, the home of his mother's family, in 1798. Here, in cooperation with Nicholas James Roosevelt, a native of New York, and Eric Bollman, "adventurer, businessman and economic writer, who came to this country (1796) from Hanover, after thrilling experiences during the French Revolution and an abortive attempt to liberate the imprisoned Lafayette," Latrobe designed a water distribution system for the city of Philadelphia, utilizing water obtained from the Schuylkill River. He planned to locate a steam pumping engine, taking its suction at the river level, designated as "the lower engine" and discharging to an elevation at Centre Square, where a second pump was located to boost the water to a reservoir at a higher elevation, from whence it flowed by gravity through mains, distributing it throughout the city.

The Philadelphia Water Works was built between 1799 and 1801, in accordance with Latrobe's plans, being the first power-operated municipal water system installed on the North American continent.

The pumping engines were built by Roosevelt, being fore-runners of the Watts design. According to the terms of his contract, Roosevelt was to maintain the engines in operation, also deliver up to one million gallons of water a day at a given rate and up to two million gallons at a cheaper rate.

A subsidiary company, comprising a partnership of Latrobe, Roosevelt, with Eric Bollman, and the latter's brother, Lewis, set up a steel rolling and splitting mill contiguous to the lower pumping engine, utilizing excess power not required by pumping, evidencing an efficient business operation.

Nicholas James Roosevelt married his partner Henry Latrobe's daughter, Lydia (November 15, 1808).

During Latrobe's residence in Philadelphia, he was commissioned to design and superintend the construction of a building for the Bank of Pennsylvania. On completion, its classic design, refinements of proportion and, withall, its complete adaptation to requisite banking facilities, won just fame for the architect, establishing his professional reputation throughout the extent of the eastern seaboard.

While engaged in surveys for a canal to connect the Chesapeake Bay with the Delaware River (1803) Latrobe was called to Washington by President Thomas Jefferson, appointed "Surveyor of Public Buildings" and commissioned to design the central





## THE ANTES FAMILY

building of the U. S. Capitol. The original north and south wings and the rotunda are Latrobe's design as approved by President Jefferson (1807). He also collaborated with President Jefferson in designing the White House.

In the same year he received the first appointment as Civil Engineer made by the U. S. Navy and commissioned to design buildings and equipment for the Washington Navy Yard. The first power-driven mechanical tools and equipment built in this country were installed by him in these buildings.

In 1813, Latrobe resigned his Government offices but was re-appointed (1815) by President James Madison and commissioned to restore the Capitol building, which had been burned by the British when they invaded Washington (1814).

Among the outstanding examples of Latrobe's architectural achievements in Baltimore must be included the beautiful Roman Catholic Cathedral begun in the year 1805 and completed (1818 Circa). Also the City's original Custom House built in 1817. The old Customs building was demolished at the turn of the twentieth century, being replaced by a larger and more modernistic structure, if not one of artistic design and construction.

St. John's P. E. Church, located at 16th and H. Streets, N. W., Washington, just across the public square from the White House, is another example of Latrobe's classical architecture.

Governor Claiborne of Louisiana proposed to Latrobe (1809) that he design and construct a water works plant and distribution system for New Orleans patterned after the successful Philadelphia project engineered by him. Accordingly, he dispatched the son by his first wife, Henry Sellon Latrobe, a graduate of St. Mary's College, Baltimore, to New Orleans to investigate and report his findings on the potentialities of the suggested enterprise, later to superintend preliminary tests and construction work.

War with England (1812-1814) materially impeded all plans developed for the project, rendering it next to impossible to build the necessary pumping machinery as well as blockading any transport from the Pittsburgh factory to Louisiana.

To add to his handicaps, in 1817, Latrobe received the sad news of his son's death in New Orleans. With the view of completing the water works project started by his son, Benjamin Henry Latrobe left his family in Baltimore, where they had resided since 1818, and visited New Orleans (1819-1820). His family followed shortly afterwards and established their residence with him in the Louisiana city.

With his contract nearly completed, Benjamin Henry Latrobe contracted yellow fever and within a few hours thereafter was laid beside his son (September 3, 1820).

The following interesting letter, dated Washington, March 7, 1808, was written by Benjamin Henry Latrobe to his oldest brother,





## THE ANTES FAMILY

## Christian Ignatious:

"Our Uncle (John) Antes (of England), who had been a Moravian Missionary at Cairo, is the only Antes that I ever heard of that has the gout. Keep him a going if you can. Exercise is assuredly the best cure. Tell him that the only one of his brothers who is dead is Frederic, whose son is also dead by a fall from a tree in his garden, but there are 8 or 9 little ones remaining. Henry has peopled the backwoods with giants, all 6 feet and upwards, half a dozen of sons and grandchildren innumerable. They are as tough and as well clothed as bears; good honest fellows, living coarsely but luxuriously on their farms. William is in the Genessee, State of New York, and has a large contract with the Un. States for muskets, by which he is making money. He also has a dozen children or more. Mrs. Pomp of Reading<sup>(1)</sup>, our aunt, has one excellent son, the German Clergyman of this place, a spirited amiable and well informed man, with an irreproachable character, and a very good farm.

"The young Dotterers by her first husband are rough, good-hearted farmers, keeping themselves rather poor by their good nature. A daughter was married in Baltimore, now the Widow Dukehart<sup>(2)</sup>. Her husband left her a good fortune and half a dozen children. Whether Mrs. Herbit<sup>(3)</sup>, another aunt at Salem in North Carolina, is alive or not, I cannot tell. She has no children. Colonel Antes' youngest daughter<sup>(4)</sup> is married to Simon Snyder, now Speaker of the House of Representatives of Pennsylvania, who will be Governor of the State at the next election. He is a worthy, sensible man and has 5 or 6 children. Our uncle will be happy to hear this much of his and our relations, not one of whom as far as I know, we need be ashamed of."

Personal records of  
Ferdinand C. Latrobe II

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- (1) "Mrs. Pomp," whose maiden name was Christiana Elizabeth Antes, first married George Philip Dotterer (1754). Her second husband was Rev. Nicholas Pomp of the German Reformed Church.
- (2) "Widow Dukehart," nee Elizabeth Maria Dotterer, was a daughter of Elizabeth Antes by her marriage to Philip Dotterer. She married Henry Dukehart of Baltimore (September 20, 1784).
- (3) "Mrs. Herbit" cannot be identified in the Antes records. The other aunt referred to is Ann Catherine Antes who married four times but begat no children. As a young girl she moved to the Moravian Colony at Salem where she remained throughout her lifetime.
- (4) Catherine Antes, only daughter of Col. Philip Frederick Antes by his second wife, Catherine Schuler, married Simon Snyder, Esq., Governor of Pennsylvania during the War of 1812.





## THE ANTES FAMILY

Letter of Benjamin Henry Latrobe to his uncle, Col. Frederick Antes, dated Philadelphia, April 8, 1798:

"My Dear Uncle:

Since my arrival in America two years ago, it has been my particular wish to see you. Expecting to arrive in winter, I took my passage in a ship bound for Virginia, and intended to travel through the more southerly States previous to my settling in Pennsylvania. A great variety of public business, which was offered me, rendered it impossible to accomplish my desire of settling near you. I came to Philadelphia about a fortnight ago, partly upon business entrusted to me by the Executive of Virginia, partly with the intention of spending a week with you. I have, however, found it out of my power to take a journey to so great a distance without staying so long away from my engagements in Virginia as to run the risk of their suffering injury in the meantime. I must, therefore, postpone the pleasure of seeing you till another opportunity, which I shall endeavor to procure as early as possible. I have been extremely fortunate in meeting my cousin, Mr. Snyder, here; he will tell you how much I am interested in becoming acquainted with a branch of my family, the only one now remaining. My father, when he died in 1787, had not a single relation on his side but his children. I have two brothers, one elder and one younger than myself. The elder is married, and has two or three children in England; the younger is a physician in Russia. I have also two sisters, the elder of whom is married to a Mr. Foster, and has four children; whether the younger is married I cannot tell; it was expected she would be when I last heard from her. I myself was married seven years ago, but had the misfortune to lose my wife before we had lived three years together. Her loss so afflicted my mother that she survived her not quite a month. I have two children, a boy and a girl. The latter is the eldest and is now six years old. They are in England with my sister. I have written to you at least three letters, but I fear you never received them. I entrusted them to private hands, not knowing how to direct to you by post, and suppose my friends either neglected or found themselves unable to gain intelligence of your abode. I hope to correspond in future with you, whenever it may be convenient to you. I shall be happy to receive a line from you, but shall think it my duty to write to you as frequently as possible.

"Having received a literary education, I turned my thoughts early to the study of architecture and to receive instruction necessary to an engineer, and having improved myself by having traveled through a great part of Europe, I commenced business in England a little before my marriage, and was engaged in many public and private works, having been architect to the Police of Middlesex and Westminster, and engineer to three or four canals and harbors. The loss of my wife made business irksome to me, and I therefore





## THE ANTES FAMILY

"resolved to leave a country where everything reminded me how happy I had been and how miserable I was. On my arrival in Virginia, however, I so far recovered my spirits and health as to have resolved to recommence my professional pursuits. I am at present engaged for twelve months by the State of Virginia, but though I have purchased land in that State, I have bought a lot in the city of Richmond, I have seriously thought of settling in Pennsylvania. I will take the liberty of consulting you upon the subject whenever it becomes a more immediate object to me. In the meantime, I hope you will believe that the affection which my mother taught me to bear to you by her frequent and affectionate mention of you remains undiminished and can only be increased by a personal acquaintance of your character. I beg you to give my best love to my aunt and my cousins and all my relations when you see them, and to believe me, very truly,

Your affectionate nephew,

Benjamin Henry Latrobe"





## THE MURPHY FAMILY

## John Murphy

John Murphy, son of Francis and Mary Murphy, residents of North Ireland, when a young man migrated to Halifax, Nova Scotia, where he taught school.

While there he married Barbara Baker, a resident of that city.

Tiring of the sedentary life and succumbing to the lure of the sea he secured a ship and with wife and three daughters bid farewell to Nova Scotia and set sail for Baltimore, in which port his parents and brother, Thomas, had preceded him. There he established a new home. Mary Ann, his oldest daughter, married Henri van Arden Dukehart, the author's grandparents; Emily wed William Gregory Cook and settled in North Carolina; Katherine married Samuel Dallam, a Baltimorean.

John Murphy, again answering the call of the sea, acquired a schooner and became a sea captain. One eventful day in March, 1809, he sailed from Baltimore for a three months voyage. On reaching Cape Henry, Virginia, he wrote the following letter to his wife:

Cape Henry, March the 22, 1809.

Dear Barbara:

I am now about to leave Cape Henry, had a pleasant passage from Baltimore. I suppose you were astonished at my not coming on shore on Sunday night last. Would have done so but the Supercargo was not willing to go himself and I thought I had better not. The Schooner as yet behaves as a very fine ship and from every appearance we will have a pleasant voyage. Mr. Dannison, the Supercargo, is a very agreeable gentlemanly man. My crew are generally good men, the boy appears to feel some symptoms of seasickness. I am myself perfectly well and hope to see you all well in three months hence. For the present I leave you to the protection of Heaven and my Brother. Hoping it will ere long be in my power at the time of Departure to leave you well provided for.

I conclude with my best wishes for your welfare.

Jno. Murphy

Neither ship nor crew were ever heard from.

His widow, after a wait of three years, presumed he was dead and on April 20, 1812, married John Busk of Baltimore. There was one daughter by this marriage, Jennie Busk.





## THE MURPHY FAMILY

Thomas Murphy (1780-1860)  
Pioneer Newspaper Publisher

Thomas Murphy, born in North Ireland (1780), migrated to Baltimore with his parents, Francis and Mary, during the last part of the eighteenth century. Shortly after their arrival in 1797, when he was only seventeen years old, both parents died of yellow fever.

During his early manhood he was associated with George Dobbin in the printing business; later he assisted in establishing the Baltimore Telegram, one of the first daily papers published in Baltimore. On July 1, 1810, Messrs. George Dobbin and Thomas Murphy joined Mr. Pechin as partners and publishers of the "American and Commercial Daily Advertiser," a daily newspaper, under the firm name of Wm. Pechin, G. Dobbin and Murphy. Mr. William Bose was added to the partnership on July 4, 1815.

The venture was a most successful one and when "Uncle" Murphy, as he was known by his family, sold his interest on June 30, 1853, he had accumulated a modest fortune. His share of the business was purchased by Robert A. Dobbin. Mr. Bose sold his interest in the publication to Charles C. Fulton who died in 1883, being succeeded by his son-in-law, Gen. Felix Agnus. Shortly thereafter "Commercial Daily Advertiser" was eliminated from the name of the publication and it has since been called "The American."

Issues of the publication during the second war with England are historical records of that conflict. The issue of September 12, 1814, informs its readers under the caption "THE ENEMY IS IN SIGHT" that "yesterday morning the British fleet were plainly seen from Federal Hill and towards the afternoon they seemed to be working into the mouth of the Patapsco River, supposed about thirty sail, large and small."

"On firing the alarm guns, as signals of their approach, all the corps of every description turned out with alacrity and a body of light troops were advanced to meet the enemy if he attempts to land on either shore, in order to dispute with every inch of the road . . . ."

Special notice was directed to the newspaper's contribution to the defense of the city: "As nearly all our workmen have marched to meet the enemy we hope for the kind indulgence of our friends on so critical an emergency. At the moment, we can not calculate on the regular publications, but all that can be done shall be done to gratify our numerous and distinguished patrons."

Thomas Murphy joined the Baltimore Sharpshooters, participating in the Battle of North Point.

In the issue of September 20, 1814, M. De Fauvel addressed the citizens of Baltimore through the medium of the publication:

"The combat of Fort McHenry with the British Fleet has manifested the advantage the British possess over you in throw-





# AMERICAN & COMMERCIAL DAILY ADVERTISER.

No 4767

BALTIMORE, WEDNESDAY MORNING, SEPTEMBER 21, 1814

VOL. XXX.

PUBLISHED DAILY BY  
W. PECKEN & C. DOBBS & MURPHY  
CORNER OF THE LAWS OF THE VIRGINIA  
NO. 4, HARRISON-STREET.

Each Paper 65—Country Paper 65 per annum.  
All Advertisements appear in forth.

Baltimore, Sept. 16th 1814.

The Drawers and Endorsers of all bills and  
notes due at the Union Bank of Maryland, since  
the 11th inst. are informed, that the same re-

Waggoners & Waggoners Mis-  
sing.

Twenty Dollars Reward will be paid to any  
person furnishing the subscriber with informa-  
tion respecting Jaded Eves & James M. Far-  
land of North Carolina, who left Charleston,  
S. C. on the 7th of April last, with a load of  
long staple Cotton, consigned to P. Bouvier  
and, New York, and have not been heard of  
since.

G F. & J. Lindenberger,  
Have removed their stock of Hardware,  
Cutlery, &c. &c. to a place of safety and conve-  
nience, and having concluded to open them,  
they now offer an assortment for sale on their  
usual terms. Apply at No. 200 Market st.  
Sept 10

THE SHIP FINGAL.

Is expected to sail from NEW.

## FOREIGN ARTICLES.

London, June 19.  
Letters from Elba mention, that the Sov-  
ereign of the Island had formed a Council  
State, consisting of 12 members, of which  
Gen. Bertrand is President.  
June 20.—Yesterday the Emperor of Ru-  
ssia gave audience to two American gentlemen:  
in full court dresses, at Pultney Hotel.  
A quarrel is said to have taken place be-

parate principality which shall be pos-  
y him in full sovereignty and property  
here shall be besides granted, in full property  
the Emperor Napoleon, an annual revenue  
2,000,000 francs, in rent charge, in the  
great book of France, of which 1,000,000 shall  
be in reversion to the Emperor.  
Art. 4. The Duchies of Parma, Placentia,  
and Guastalla shall be granted in full prop-  
erty and Sovereignty to her Majesty.

## DEFENCE

### OF FORT M. HENRY.

The annexed song was composed under the following circumstances—A gentleman had left Baltimore, in a flag of truce for the purpose of getting released from the British fleet a friend of his who had been captured at Marlborough.—He went as far as the mouth of the Patuxent, and was not permitted to return lest the intended attack on Baltimore should be disclosed. He was therefore brought up the Bay to the mouth of the Patuxent, where the flag vessel was kept under the guns of a frigate, and he was compelled to witness the bombardment of Fort M. Henry, which the Admiral had boasted that he would carry in a few hours, and that the city must fall. He watched the flag at the fort through the whole day with an anxiety that can be better felt than described, until the night prevented him from seeing it. In the night he watched the Bomb Shells, and at early dawn his eye was again greeted by the proudly waving flag of his country.

Then—ANACREON IN HEAVEN.

O! say can you see by the dawn's early light,  
What so proudly we hailed at the twilight's  
last gleaming,  
Whose broad stripes and bright stars through  
the perilous light,  
O'er the ramparts we watch'd, were so gal-  
lantly streaming?  
And the Rockets' red glare, the Bombs burst-  
ing in air,  
Gave proof through the night, that our Flag  
was still there;  
O! say does that star-spangled Banner yet  
wave,  
O'er the Land of the free, and the home of  
the brave?

On the shore dimly seen through the mists of  
the deep,  
Where the foe's haughty host in dread si-  
lence reposes,  
What is that which the breeze, o'er the tow-  
ering steep,  
As it fitfully blows, half conceals, half dis-  
closes?  
Now it catches the gleam of the morning's  
first beam,  
In full glory reflected now shines in the stream;  
'Tis the star spangled banner, O! long may  
it wave  
O'er the land of the free and the home of  
the brave.

And where is that band who so vauntingly  
swore  
That the havoc of war and the battle's con-  
fusion,  
A home and a country, should leavers no more?  
Their blood has washed out their foul foot-  
steps pollution.  
No refuge could save the hireling and slave,  
From the terror of flight or the gloom of the  
grave,  
And the star-spangled banner in triumph  
doth wave,  
O'er the Land of the Free, and the Home  
of the Brave.

O! thus be it ever when freemen shall stand:  
Between their lov'd homes, and the war's  
desolation,  
Blest with vict'ry and peace, may the Heav'n  
rescued land;  
Praise the Power that hath made and pre-  
serv'd us a nation!  
Then conquer we must, when our cause it is  
just,  
And this be our motto—'In God is our Trust'  
And the star-spangled Banner in triumph  
shall wave,  
O'er the Land of the Free, and the Home  
of the Brave.





## THE MURPHY FAMILY

"ing their shells and their ability of bombarding every seaport town in the United States. The reasons are obvious . . . . The superiority of their mortars, the use of their rockets . . . . I have acquired great experience in having served fourteen successive years in the French Army as artillery and engineer officer . . . . My career as a soldier commenced the moment I left the military school. These reasons combined induce me to propose a subscription at the office of Hon. Edward Johnson, Mayor of this city, to raise funds to cast two mortars and bombs of my invention that can be thrown three at a time a distance of three miles, which will afford a great advantage over the enemy who only discharge one at a time . . . . Rockets superior to Congreve's, carasses (to fire their ships) may be thrown two miles. . . . The above engines of defense are offered as a present to the good citizens of Baltimore, to the officers and soldiers composing the noble garrison of Fort McHenry.

I offer to the Vigilance Committees of cities exposed to and menaced by bombardment, at their request, all plans and instructions for casting mortars and shells, construction of rockets and carcasses free of all expense (except postage of letters). The only compensation I desire is that shells bear the name DE FAUVAL, Lieut. Col. of Engineers."

The issue of September 21, 1814, contains the first publication of our National Anthem, "The Star Spangled Banner," by Francis Scott Key, together with a short account of the circumstances that inspired the immortal verses. Key titled his original poem "The Defense of Fort McHenry." The author presented a copy of his poem to Judge J. H. Nicholson, a Captain of the Baltimore Fencibles, serving with the defenders of Fort McHenry during the bombardment on September 14. The Judge brought the poem to Thomas Murphy who secured leave from his military service to publish it. The type was set by fourteen-year old Samuel Sands left in charge of the newspaper premises while operation of the establishment was curtailed during the British attack.

John Murphy, his brother, lost at sea in the year 1809, left a wife and three daughters to the guidance and support of his bachelor brother.

Incensed because Barbara, his brother's wife, married again without definite knowledge of her husband's death, Thomas Murphy legally adopted her three daughters and raised them as his own children.

"Uncle Murphy," as he was affectionately called by his large family connections, was a lifelong member of Christ P. E. Church in whose affairs he maintained a generous interest.

He died at his residence on the northwest corner of Madison Avenue and Biddle Street, Baltimore (May 15, 1860), being buried beside his parents in Greenmount Cemetery.

The following eulogy appeared in the editorial columns of a





## THE MURPHY FAMILY

contemporary newspaper:

"We regret to record the death of Thomas Murphy, Esq., oldest of Baltimore journalists, at the advanced age of eighty years, after a life of enterprise and usefulness during which he had worthily won the highest esteem of his fellow citizens, especially those who knew him best. The circumstances and results of Mr. Murphy's career show him to have possessed a quiet and consistent force of character. An elevated tone and purpose seemed ever to characterize the journals with which he was connected. He was a bachelor but generally surrounded by his adopted daughters and their children, who always had his fostering care and protection."

The many tributes of his friends and contemporaries bear witness to his worth, his business enterprise and his social qualities, confirming the inscription on his monument in Greenmount Cemetery:

THOMAS MURPHY

"MARK THE PERFECT MAN AND BEHOLD THE UPRIGHT  
FOR THE END OF THAT MAN IS PEACE"







# Thomas Murphy Portrait Hung; Recalls History

History was recalled today in the office of C. Dorsey Warfield, publisher of The News-Post and Sunday American, with the hanging of a restored portrait of Thomas Murphy, part-owner of the Baltimore American from 1810 to 1853.

Morton McIlvain Dukehart, great-nephew of Mr. Murphy, viewed the portrait at Mr. Warfield's invitation and recalled that his ancestor had fought in the War of 1812 and had, as a member of the Baltimore Sharpshooters, participated in the Battle of North Point.

Mr. Warfield's records showed that Mr. Murphy secured leave from the Army in order to publish one of the first copies of the "Star-Spangled Banner." This "scoop" is evidence that Mr. Murphy was as fine a newspaper man as he was a soldier for the records show that he obtained the copy of the immortal poem after it had been given by Francis Scott Key to Judge J. H. Nicholson, captain of the Baltimore Fencibles, serving with the defenders of Fort McHenry during the bombardment on September 14, 1814.

During these stirring days publication of the American was suspended to enable employes to enroll as volunteers in defense of the city at Fort McHenry and North Point. It was during this time that Mr. Murphy enlisted.

Mr. Dukehart revealed that his son, Captain Thomas Van Arden Dukehart, now in England with the 29th Division, was named for Mr. Murphy. The officer bears a striking resemblance to his ancestor.



**PUBLISHER - SOLDIER'S PORTRAIT RESTORED** — How Baltimore patriots fought in the War of 1812 was recalled when a painting of Thomas Murphy, part owner of the Baltimore American from 1810 to 1853, which had been restored,

was placed on view in the office of C. Dorsey Warfield, publisher of The News-Post and Sunday American. Morton McIlvain Dukehart, great-nephew of Mr. Murphy, is shown in the picture above standing beside the portrait.





## GENERATION V

## THE DOTTERER FAMILY

Thomas Dotterer (1796-1846)  
Pioneer Steam Locomotive Manufacturing

Thomas Dotterer, son of Henry Dotterer and Ann Davis, also a nephew of Elizabeth Dotterer who married Henry Dukehart of Baltimore, was born August 11, 1796.

In partnership with his father-in-law, Robert Eason (Circa 1825), he established the engineering firm of Eason and Dotterer, located on the southwest corner of Hasell and Concord Streets, Charleston, South Carolina.

Mr. Eason shortly thereafter withdrew from the firm, leaving Mr. Dotterer to continue the business alone.

In 1829, the South Carolina Canal and Railroad Company was formed to build and operate a railroad between Charleston, S. C. and Hamburg, S. C., just across the Savannah River from Augusta, Georgia.

Actual work of laying rails began at Line Street, Charleston (January 9, 1830). Piles of light wood 8" x 8" were driven into the ground and spaced 6-1/2 ft. apart along the line and 6 ft. apart latterly. Caps and ties 6" x 9" x 9'10" long were mortised to the piles. Wooden rails of the same size were notched on to these ties and wedged on the inner side. Iron bars 2-1/2" wide by 1/2" thick were placed on the edge of the wood rails and spiked in position.

Various types of motive power were considered by the directors of the road. The sail-propelled car being tested by the Baltimore and Ohio Railroad at that time was referred to but not seriously considered.

The directors of the railroad offered premiums for the most suitable type of car propelled by horse or man, holding the contest September 14, 1830.

The first car submitted in the contest was the "Flying Dutchman" entered by Messrs. Dotterer and Detmold. It was propelled by a single horse walking on a treadmill, the only horse-powered car submitted for trial. It was subject to the standard of weight and speed as laid down by the Commissioners.

The distance for test was 2-1/2 miles from Line Street, Charleston, and return. The weight carried was 7684 lbs., including the car, treadmill and horse. The recorded time for the "trip up" was 15 minutes, 30 seconds - the "trip down" was made in 12 minutes and 15 seconds, the difference in time being due to the downgrade of 17 feet to the mile on the "trip down."

The second and third entries both utilized manual power, each employing four men operating a treadmill in unison, with two additional men alternating as relief.





## THE DOTTERER FAMILY

Messrs. Dotterer and Detmold were awarded first prize -- \$200.00.

In the midst of these pioneering events, directors of the railroad company noted progress in development of steam locomotives and purchased an engine of English design from the West Point Foundry located at Beach and West Streets, New York City.

The locomotive was completely dismantled and shipped to Charleston by sea aboard the "NIAGARA" reaching its destination on October 23, 1830, where it was delivered to the shops of Thomas Dotterer.

Under direction of the Dotterer Company's foreman, Julius D. Petsch, and his assistant, Nicholas W. Darrell, the locomotive was reassembled, tested, and named "The Best Friend of Charleston."

It was designed with four wheels, all drivers, being 4-1/2 ft. in diameter and formed of an iron hub fitted with wooden spokes and felloes with an iron tire.

There were two steam cylinders, approximately 6" bore by 16" stroke, arranged at an inclined angle, located on either side of the firebox of the boiler and attached by long connecting rods to the cranks formed as part of the axle and located directly on the inside of both front wheels. Each wheel was fitted with an iron web containing a pin, to which was attached a bar connecting the front and rear wheels. The boiler feed pump was also driven from a rod which was in turn connected with the cross head.

The boiler was of the vertical design shaped like an old-fashioned Paten bottle. The furnace was at the bottom, surrounded by a water leg and "full of what we call teats running down from sides and top with alternate stays to support the crown of the furnace. Smoke and gas passed out through the sides at several points into an outside jacket which had the chimney in it."

The steam propelled car weighted 3-3/4 tons exclusive of wood for fuel and barrel containing feed water, which were carried on a separate tender.

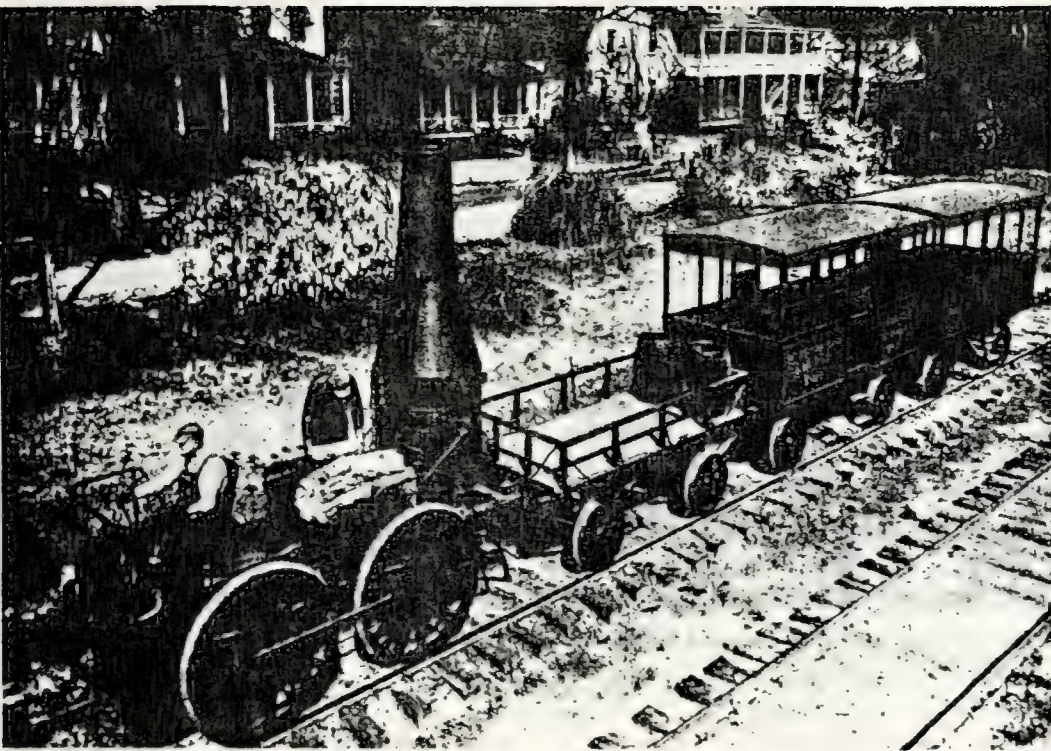
Handled by Nicholas W. Darrell, the locomotive was tested on November 2, 1830, developing 6 HP, and a speed of 16 to 21 miles an hour when drawing four or five carriages with forty to fifty passengers. A speed of 30 to 35 miles per hour was recorded when operated without cars.

The "Best Friend" was accepted and placed in service (December 9, 1830), about two months before the "Tom Thumb" locomotive hauled the first steam-propelled B. & O. railroad train. It proved to be a signal success and almost immediately a second engine was ordered from the West Point Foundry in New York. It was named the "West Point."









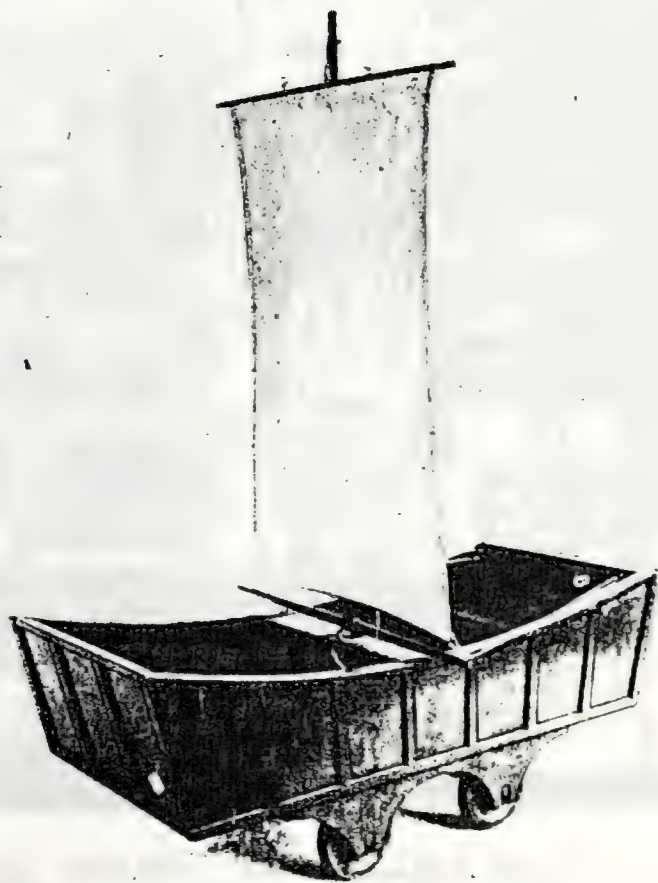
The wood-burning "Best Friend of Charleston"—first locomotive built in America for regular service on a railroad. On December 25, 1830, the first regular steam railroad service in America began when the "Best Friend" puffed away from Charleston, S. C., over a railroad that is now part of the Southern Railway System.



Nicholas W. Darrell was only 23 years old, in 1830, when he became the engineer of the "Best Friend"—and thus became the first engineer to run a locomotive in regular service in America.



In 1830, cars moved by a huge sail or by a horse walking on a treadle, were tried by the builders of the South Carolina Canal and Rail Road Company (now a part of the Southern Railway System). But it was decided to use a steam locomotive as the "motive power" for the new railroad.







Portrait of Mr. J. H. Smith, President of the Board of Directors of the American Red Cross Society, New York City, 1917.



Group of people in a room, possibly a family, standing and sitting, with furniture visible in the background.



Person standing on a raised platform or stage, wearing a dark coat and hat, with objects on the platform and a railing in the foreground.

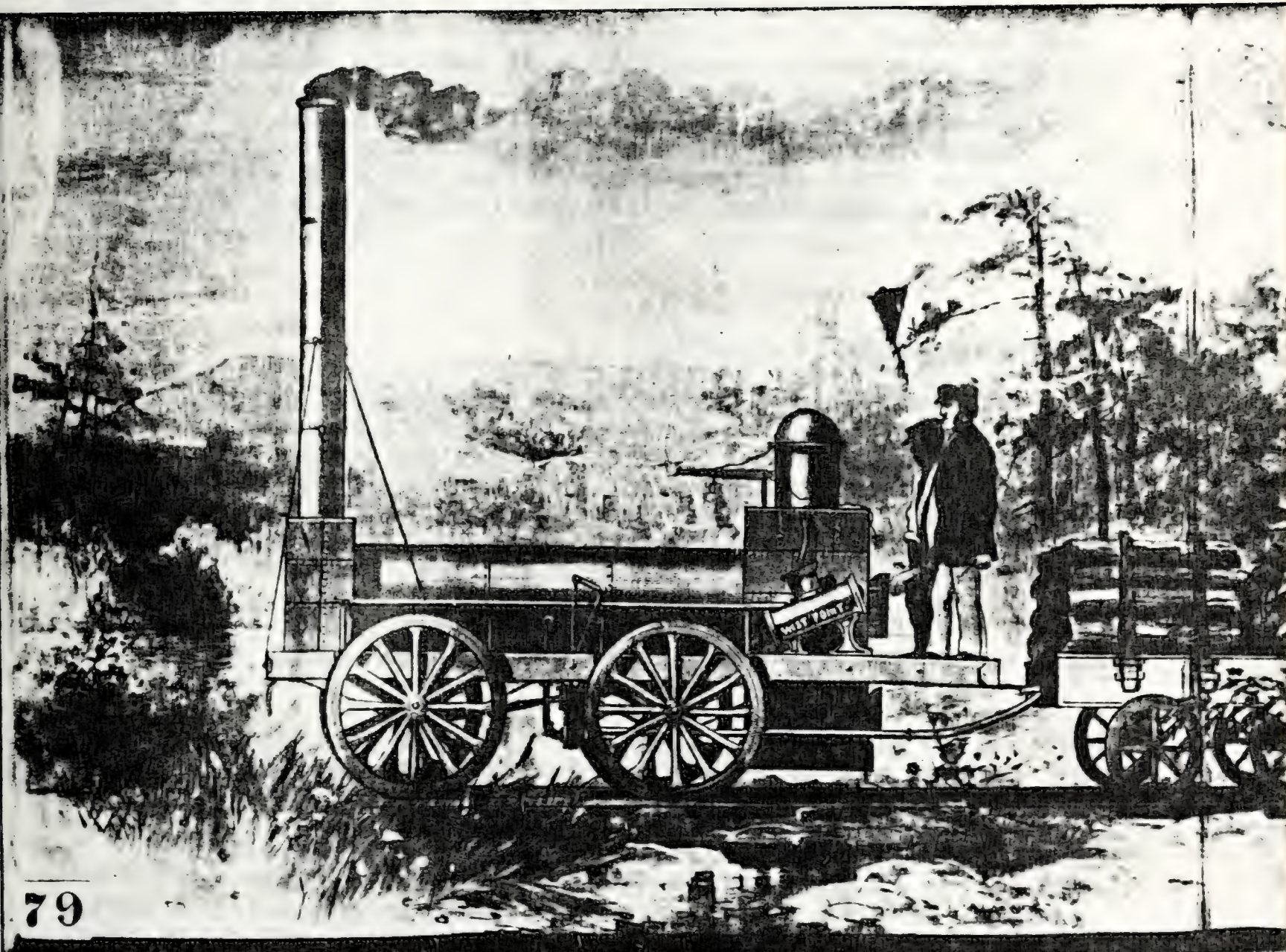




The "West Point," the Second Locomotive built in the United States for actual service on a Railroad.



The "West Point" was built at the West Point Foundry Works, in New York City, for the South Carolina Rail-Road, and after several experimental trials, in February, 1837, made the first extensive trip as shown, on Saturday afternoon, March 6th, 1837. See extract from *Charleston Courier*, page 190.







## THE DOTTERER FAMILY

The "West Point" made a trial run (March 5, 1831) but was not approved until July 15 of the same year, when it was placed in scheduled service, continuing until June 4, 1833, then removed from service for the purpose of redesigning and replacing the operating gear on the outside of the supporting frame.

On Friday, June 17, 1831, after nearly six months of service, the "Best Friend" suffered a fatal accident. Its boiler blew up. Thomas Dotterer immediately visited the disaster for the purpose of investigating and reporting on the accident.

The account of his report was carried in the Charleston (S. C.) MERCURY of June 18, 1831, as follows:

"Charleston, June 17, 1831.

Gentlemen:

I have just returned from examining the situation of the locomotive engine 'Best Friend' since the accident of this morning and have come to the conclusion that the bursting of the boiler originated from an over-pressure of steam and believe it to have occurred from the safety valve being held down by one of the negroes attached to the Car (while the engineer was attending to the arranging of the lumber car) and thereby not permitting the necessary escape of steam above the pressure the engine was allowed to carry while delayed in altering the position of the lumber cars at the upper revolving platform.

Yours respectfully,

(Signed) - Thomas Dotterer"

The Negro fireman died from the injury received, but the engine was rebuilt, substituting straight axles and cast wheels with wrought tires for the crank axles and wood wheels with iron tires. The arrangement of the machinery and boiler was also different. The cylinders were made to work outside and the weight was much more equally distributed. This engine, renamed the "Phoenix," was put to work on the road October 18, 1832.

An old guide book of Charleston gives the following additional data:

"After putting together the first engine used on the South Carolina Railroad, Mr. Dotterer built five or six engines "out and out" for the same road.

"The first engine he built was called the 'Little Native' and on her trial trip had the honor of bringing in one of the larger English engines that had broken down, as well as the train which the large engine had carried out."

On August 6, 1837, fire broke out on the premises situated





## THE DOTTERER FAMILY

at the head of the New York Steam Packet Co.'s wharf, owned and occupied by Messrs. Eason and Dotterer, which completely destroyed their extensive foundry and shop buildings. The loss was very heavy as "all their costly and valuable tools, together with a considerable quantity of work, including three locomotive engines for the Rail Road which was in a state of forwardness, was destroyed by the devouring element."

In a short time, a new site was obtained and the business continued at the northeast corner of Columbus and Nassau Streets.

Thomas Dotterer married Mary Eason, a native of Charleston, S. C., by whom he had five sons: Henry Eason, Thomas Davis, James Henderson, William Albert and James Blair, also four daughters: Isabella Ann, Amanda Louisa, Mary Elizabeth and Alice. He died November 22, 1846.

After the death of Mr. Dotterer, his brothers-in-law, Messrs. James M. Eason and T. D. Eason, took charge of the business which afterwards was continued under the name of J. M. Eason and Brother.

"The largest contract ever undertaken by J. M. Eason and Brother was probably the cleaning out of Beach Channel. The contract was signed May 26, 1856, the firm agreeing to remove one hundred and thirty-three thousand cubic yards of earth from the channel and the City promising to pay sixty cents per cubic yard removed. The work was performed under the supervision of the United States Inspector and the money only paid on his certificate that the work had actually been done.

The work was commenced on February 24, 1857, and finished September 16, 1858. Had it not been for the war between the States the city would have reaped the fruits of this labor. As it was, it was all thrown away."

During the war, this firm did a great deal of work for the Confederate Government: building torpedo boats, making propellers for vessels, etc., etc. At the close of hostilities, they turned to the manufacture of boilers, steam engines, rice mills, rice threshers, cotton presses, cotton gins, ditching machines and, in sort, everything that can be turned out in a first class iron works.





## GENERATION V

## FAMILY OF HENRY DUKEHART - WAR OF 1812

Sebastian Sultzer (1779 - 1849)

Susanna Dukehart, oldest daughter of Henry Dukehart and Elizabeth Dotterer, married Sebastian Sultzer (November 22, 1815). He was born in Baltimore (1779). When volunteers were called to defend the city against attack by the British he enlisted as a private in Captain Arron R. Levering's Company of Independent Blues, 5th Regiment of Infantry, Maryland Militia. This regiment, organized during the Revolutionary War, was distinguished for valor in many conflicts. They participated in the Battle of Bladensburg, August 24, 1814, holding their ground after supporting troops had withdrawn. Returning to Baltimore they fought against the British attack on Baltimore at the Battle of North Point.

When this company was mustered out, at the close of the war, none of the members would accept any money for services rendered.

## THE QUEST OF NAPOLEON

After leaving the service, he gathered together several adventurous spirits, chartered a sloop and sailed for the Island of St. Helena for the avowed purpose of rescuing or capturing Napoleon.

Arriving at the island they encountered French men-of-war patrolling the coast and turned back without accomplishing their purpose.

Had they succeeded in bringing Napoleon to Baltimore he would have been accorded an unusual welcome in view of his locally unpopular decree annulling the marriage of his brother, Jerome, to Miss Betsy Patterson, a Baltimore belle.

Sebastian Sultzer died July 9, 1849, and is buried in Baltimore Cemetery.

William Blair (1760 - 1817)

Elizabeth Dukehart, the second daughter, married William Blair (March 13, 1809).

Answering the call for volunteers, he enlisted as a private in Captain David Warfield's company of Baltimore United Volunteers, Maryland Militia. This company did not participate either in the Battle of Bladensburg or North Point. They were probably organized as home guards. He died October 6, 1817 and is buried in the Glendy burial ground (now known as Faith Presbyterian Church Cemetery).





## FAMILY OF HENRY DUKEHART - WAR OF 1812

Thomas Frederick Dukehart (1789 - 1848)

Thomas Frederick Dukehart, oldest son of Henry Dukehart and Elizabeth Dotterer, was born May 30, 1789. At an early age he entered the merchant marine service, where he remained until war was declared with Great Britain in 1812.

In the summer of 1813, Commodore Joshua Barney accepted an offer from the Secretary of the Navy to command a flotilla of twenty-six small gunboats and barges then fitting out in Baltimore for the defense of the Chesapeake Bay and tributaries. It was a command without connection with the Navy and independent of it, though orders were issued by the National Government.

Thomas Dukehart joined the flotilla, being commissioned Acting Master,

In April, 1814, the small fleet was placed in actual service and in May sailed down the Chesapeake. Shortly thereafter they encountered a vastly superior squadron of British men-of-war and were forced to seek refuge in the Patuxent River where they were blockaded by the British fleet. On the 21st of August, Commodore Barney learned that the British had landed an Army from their ships at Benedict on the Patuxent for the purpose of attacking Washington.

He immediately landed with four hundred of his men, marching through Upper Marlborough to the Washington Navy Yard.

Learning that the British were advancing toward Washington by way of Bladensburg, he joined the Maryland and Virginia Militia to give battle at that place and was credited with being the mainstay of the defense.

Commodore Barney was severely wounded in this encounter, being caught in Captain Dukehart's arms as he fell, and it was he who handed Barney's sword to the British officer who captured them.

An editorial in the BALTIMORE AMERICAN of January 18, 1848, recalled the following incident:

"Captain Dukehart was marched a prisoner through stubble fields of Prince George's County in his bare feet. Lagging behind, a British officer ordered the guard to "run him through" if he couldn't keep up. The guard taking pity on his prisoner secured him a pair of wooden soled shoes from a dead comrad."

Shortly afterwards he was paroled, which denied him further participation in the war, and returned to Baltimore.

After the Battle of North Point he was assisting the Committee of Safety in burying the dead, and the first man he buried was the British officer who had treated him brutally when a prisoner.





## FAMILY OF HENRY DUKEHART - WAR OF 1812

At the close of the war, Captain Dukehart returned to the Merchant Marine, being one of the most successful navigators of the celebrated Baltimore Clipper Ships.

On August 19, 1819, he was married to Mary Matthews by the Reverend A. Helfenstein of the German Reformed Church in Baltimore. He passed away (January 17, 1848). His wife lived on until 1874. Both are buried in Friends Burying Ground on Harford Road north of Twenty-fifty Street, Baltimore.

## Henri van Arden Dukehart (1794 - 1866)

Henri van Arden Dukehart, the author's grandfather, second son of Henry Dukehart and Elizabeth Maria Dotterer, was born in Baltimore (July 7, 1794) where he spent the early years of his life. Henri married Mary Ann Murphy (May 20, 1819), niece of Thomas Murphy, publisher of THE BALTIMORE AMERICAN, by whom he had three daughters: Elizabeth, Susan and Mary Ann, also six sons: John (DI), William, Thomas Murphy, John Murphy, Samuel and George. In his later years he moved to his farm in Baltimore County, near Parkton, where he died December 10, 1868 and was buried in Greenmount Cemetery.

At the outbreak of the second war with England in 1812, Henri volunteered as a private in Captain Edward Aisquith's company of Baltimore Sharpshooters, 1st Rifle Battalion of Maryland Militia, participating in the battles of Bladensburg and North Point. He was one of the litter bearers who carried Wells and McComas from the battlefield (the sharpshooters credited with killing General Ross, commander of the British forces at the Battle of North Point) and was later detailed to bring their bodies from the camp at Landenslager's Hill for burial in Old Christ Church graveyard.

His company was cited by Brig. General John Gilmore for their service in the Battle of North Point, October 12, 1814.

## Joseph Branson

Mary Ann Dukehart, youngest daughter, married Joseph Branson (November 4, 1826). He enlisted as a private in Volunteer Company of Artillery commanded by Captain Charles Fennington, 1st Regiment of Artillery, Maryland Militia, Colonel Daniel Harris.

Entering service August 19, 1814, he fought with the garrison at Fort McHenry and was honorably discharged November 30, 1814.

At the close of the war he again entered the military service of the State, being promoted to Captain of the "Rifle Company in the 1st Regiment of riflemen attached to the 3rd Brigade of the Militia of the State of Maryland in Baltimore City."





## FAMILY OF HENRY DUKEHART - WAR OF 1812

## Militia Uniform - War of 1812

The uniform of the Baltimore Sharpshooters was a green cloth jacket and pants, fur hat with feather cockade and a brass eagle attached to the front, also a green cord and tassel with green plume, powder horn, shot pouch with green cord over the shoulders, and a leather belt around the middle.

A very long old-fashioned rifle completed their equipment.

The Company carried a large green flag with a great rattlesnake on it poised for attack, with the motto "Don't tread on me."





## THE MURPHY FAMILY

## William Gregory Cook

William Gregory Cook married Emily Murphy, daughter of John and Barbara Murphy (January 24, 1822). His father, William Cook, was a native of England; his mother, Margaret Wilson, a granddaughter of Gregory French at one time Lord Mayor of London, England. They were wed at St. Martins-in-the-Fields, London (February 20, 1792) and shortly afterwards migrated to America, settling in Baltimore, where son, William, was born (January 5, 1797 1799). His wife, Margaret, dying in 1818, William Sr. married a second wife, Miss Susan Reynolds. He died May 25, 1822.

William Gregory Cook foreswore allegiance to the King of England (November 1819) and joined the Maryland State Militia, being commissioned 3rd Lieutenant in Captain Vance's Artillery Company.

Transferred to Captain Benjamin J. Cohen's Rifle Company in 1823 he was commissioned 2nd Lieutenant (February 1, 1824) and later attached to Captain Joseph Branson's Rifle Company of the First Maryland Regiment, Third Brigade.

Failing in the jewelry business, in which he had established himself in Baltimore, he moved to Elizabeth City, North Carolina, in 1842 where he again entered the jewelry business. He died January 12, 1857. 1856

During the War of the States the Cook family was compelled to flee from Elizabeth City, the mother taking her twelve children and servants to Tarboro, North Carolina. Shortly after moving into their new residence seven members of her household contracted scarlet fever and several died.

Emily Murphy Cook died December 22, 1878, being buried beside her husband in the Protestant Episcopal Cemetery in Elizabeth City, North Carolina.

William and Emily Murphy Cook were the progenitors of the Cook, Ehringhaus, Griffin, Harney, Mathews, Pentz, Saunders and other family connections in North Carolina.





## THE MURPHY FAMILY

True Copy of Commission

THE STATE OF MARYLAND, To William G. Cooke, Gentlemen, Greeting:

Be it known, That reposing especial trust and confidence in your Fidelity, Courage, Good Conduct, and Attachment to the State of Maryland and the United States, you are by these presents constituted and appointed third Lieutenant of Captain Thomas Vances Artillery Company in the second Artillery Regiment attached to the fourteenth Brigade of the Militia of the State of Maryland. You are therefore carefully to discipline the Officers and Soldiers under your command, who are hereby strictly enjoined to obey you as their Third Lieutenant and in this, and all other respects, you are diligently to discharge the trust committed to you by these presents, according to the Laws and Constitution of this State, and of the United States, and such Rules and Regulations as under the authority thereof are or may be established: This commission to be in force until lawfully revoked.

Given at Annapolis, this first day of November Anno Domini One Thousand Eight Hundred and Nineteen.

(Signed) C. Goldsborough

(Reverse side of paper)

City of Baltimore, to wit: On this twenty-second day of November 1819, I, William G. Cooke, named in the within Commission appears before Rob Gorsuch one of the Justices of the Peace for the County and City of Baltimore in the State of Maryland, and being duly sworn did make the following Oath prescribed by the Constitution of Maryland, "I William G. Cooke do swear that I do not myself bound in allegiance to the King of Great Britain, and that I will be faithful and bear true allegiance to the State of Maryland."

(Signed) Wm. G. Cook Lut

And he did also further make oath as prescribed by an Act of the State of Maryland entitled "A Act for the better regulation of the Militia of the City of Baltimore" in form following, "I William G. Cooke do swear, that I will be true and faithful to the State of Maryland, and that I will diligently and faithfully do and perform the several duties assigned to me as third Lieutenant of Captain Thomas Vances's Artillery Company in the second Artillery Regiment attached to the Fourteenth Brigade of the Militia of the City of Baltimore in the State aforesaid" according "to the best of my skill and abilities, so help me god."

(Signed) Wm. G. Cook Lut





## THE MURPHY FAMILY

And he also made and signed the following declaration by the Constitution of the State of Maryland directed - "I William G. Cooke declare my belief in the Christian religion".

(Signed) Wm. G. Cook

Made and signed before Rob Gorsuch





## INTERESTING SIDELIGHTS ON THE WAR OF 1812

## The Star-Spangled Banner

Justice Roger Brooke Taney, in his introduction to the "Collected Edition of Key's Poems," quotes the author as citing to him the following sequence of events culminating in his composing The Star-Spangled Banner:

Francis Scott Key, accompanied by John S. Skinner, visited the British cartel-ship\* "MINDEN" seeking release of Dr. Beanes of Upper Marlborough, Prince George's County, Maryland. The Doctor had organized a posse which corraled a number of stragglers from the British Army on their march through Prince George's County to Bladensburg and, as a consequence, was captured by the British and incarcerated aboard one of their warships. There existed a question of doubt that he was guilty of "Breaking his parole," which was the crime charged against him.

Key succeeded in gaining his friend's release and, the mission accomplished, the visitors accompanied by Dr. Beanes were about to take leave when informed they would be detained in custody until the attack on Baltimore was over. They were immediately transferred to the British frigate "SURPRISE" remaining aboard until the fleet reached the Patapsco River when the three, with military guard, were again transferred, this time to their own small dispatch boat riding at anchor in old Roads Bay, an estuary of the Patapsco River between Sparrows Point and North Point, where the British fleet had landed troops for the projected land battle.

Dr. Beanes, worn out by his trying experiences, immediately went below while the other two remained on deck, from which point of vantage they witnessed the bombardment of Fort McHenry throughout the long night, watching each shell from the moment it was fired until it landed.

During the hours just preceeding daybreak, the bombardment suddenly ceased. It could not be determined at the time whether the fort had surrendered or the naval attack abandoned. Key and his companion paced the deck in fearful suspense during the remainder of the night, anxiously watching and waiting for the first rays of light. At length came the dawn and, with glasses trained on the fort, they were thrilled to see that "our flag was still there."

As the day (September 14, 1814) advanced, it was noticed that British boats were ferrying their wounded soldiers from the North Point shore to their warships anchored in the Patapsco River, evidencing their attack by land and sea had failed and that Key and his companions were free to drop their guards and go as they pleased.

---

\*A ship commissioned in time of war to sail under a safe conduct for exchange of prisoners or conveyance of proposals between belligerents.





## INTERESTING SIDELIGHTS ON THE WAR OF 1812

The following version of the Star-Spangled Banner was authenticated by Key shortly before his death and presented to his friend, Chief Justice Taney:

## THE STAR-SPANGLED BANNER

1. Oh, say, can you see by the dawn's early light,  
     What so proudly we hailed at the twilight's last  
     gleaming;  
     Whose broad stripes and bright stars, through the  
     perilous flight,  
     O'er the ramparts we watched were so gallantly  
     streaming?  
     And the rockets red glare, the bombs bursting in air,  
     Gave proof, through the night, that our flag was  
     still there.  
     Oh! say, does that Star-Spangled Banner yet wave  
     O'er the land of the free and the home of the brave?
2. On that shore, dimly seen, through the mists of the  
     deep,  
     Where the foe's haughty host in dread silence reposes;  
     What is that which the breeze, o'er the towering  
     steep,  
     As it fitfully blows, now conceals, now discloses?  
     Now it catches the gleam of the morning's first beam,  
     In full glory reflected, now shines in the stream.  
     'Tis the Star-Spangled Banner - Oh! long may it wave,  
     O'er the land of the free and the home of the brave.
3. And where are the foes who so vauntingly swore  
     That the havoc of war and the battle's confusion,  
     A home and a country should leave us no more --  
     Their blood has washed their foul footsteps  
     pollution.  
     No refuge could save the hireling and slave  
     From the terror of flight or the gloom of the grave.  
     And the Star-Spangled Banner in triumph doth wave  
     O'er the land of the free and the home of the brave?
4. Oh, thus be it ever, when freemen shall stand  
     Between their loved home and the war's desolation;  
     Blessed with victory and peace, may the heaven-  
     rescued land  
     Praise the power that hath made and preserved us  
     a nation.  
     Then conquer we must, when our cause it is just;  
     And this be our motto; In God is our Trust.  
     And the Star-Spangled Banner in triumph shall wave  
     O'er the land of the free and the home of the brave?

Note: Copy of original manuscript is illustrated on following page.





O say can you see ~~through~~ by the dawn's early light  
What so proudly on banners at the twilight's last gleaming,  
Whose broad stripes & bright stars through the perilous fight  
O'er the ramparts we watch'd, were so gallantly streaming?  
And the rocket's red glare, the bomb bursting in air,  
gave proof through the night that our flag was still there,  
O say does that Star-spangled banner yet wave  
O'er the land of the free & the home of the brave?

On the shore dimly seen through the mist of the deep,  
Where the foe's haughty host in dread silence cowers,  
What is that which the breeze, o'er the towering steep,  
As it fitfully blows, half conceals, half discloses?  
Now it catches the gleam of the morning's first beam,  
In full glory reflected now shines in the stream,  
'Tis the Star-spangled banner — O long may it wave  
O'er the land of the free & the home of the brave!

And where is that band who so vauntingly swore,  
That the havoc of war & the battle's confusion  
A home & a Country should leave us no more?  
— ~~Their blood~~ Their blood has wash'd out their foul footsteps' pollution.  
No refuge could save the hireling & slave  
From the terror of flight or the gloom of the grave,  
And the Star-spangled banner in triumph doth wave  
O'er the land of the free & the home of the brave.

O thus be it ever when freemen shall stand  
Between their lov'd home & the war's desolation,  
Blest with vict'ry & peace may the heav'n rescued land  
Praise the power that hath made & preserved us a nation!  
Then conquer we must, when our cause it is just,  
And this be our motto — "In God is our trust."  
And the Star-spangled banner in triumph doth wave  
O'er the land of the free & the home of the brave.

#### THE STAR SPANGLED BANNER

As written by Francis Scott Key, September 14, 1814  
From Original Manuscript in the Walters Art Gallery,  
Baltimore, Maryland





## INTERESTING SIDELIGHTS OF THE WAR OF 1812

Francis Scott Key, a devout member of the Episcopal Church, was the author of many beautiful hymns and poems of genuine merit.

The entire cost of the State of Maryland's participation in the War of 1812 against the British invasion was paid by the people of Maryland without assistance from the Federal government. The citizens of Baltimore negotiated and assumed financial responsibility for loans in the amount of \$520,000 for the defense of their city.





## INTERESTING SIDELIGHTS ON THE WAR OF 1812

## Letters of Marque

Congress declared a second war against England on June 18, 1812, and immediately President Madison issued "Letters of Marque"\* to masters of many privately owned sailing vessels. One hundred and twelve privateers were commissioned from Maryland of which fifty-seven were fitted out from Baltimore, vastly more than from any other port. These vessels swarmed the seas in search of British shipping. Many prizes were captured and brought to port in defiance of the Chesapeake Bay being closely blockaded and its shore constantly ravaged by the British under their Admirals Cochrane and Warren.

Typical of the devastating damage to British shipping by our privateers and the demoralizing effect upon British commerce are the following recorded "takes":

The "ROSSIE" in forty-five days took prizes valued at \$1,289,000. The same vessel, on her second cruise, extending from July to November, captured prizes yielding \$1,500,000.

The "ROLLA" in a brief cruise took seven vessels, 150 men and \$2,500,000 in merchandise.

The "AMELIA" in eighty-five days captured \$1,000,000.

The "HARPIE" took \$500,000 in two days foraging.

During the extent of the war our privateers captured over two thousand vessels of which approximately one-third were taken by Baltimore Letters of Marque.

Crews of the privateers were distinguished by many venturesome and fearless acts, as evidenced by the "CHASSEUR" of Baltimore. Her skipper, Captain Boyle, while cruising in the British Channel, actually sent a cartel to London with a notice to be displayed in Lloyd's Coffee House, proclaiming "A blockade of all ports, harbors, bays, creeks, inlets, outlets, islands and seacoast of the United Kingdom of Great Britain and Ireland;" obviously a sarcastic reflection on the avowed purpose of the British Navy to center its operations in the Chesapeake Bay as part of their plan to blockade the American coast.

On September 10, 1814, information reached our military authorities that the British fleet was sailing up the Chesapeake Bay prepared to attack Baltimore and Sunday (September 11) found a fleet of about seventy vessels at the mouth of the Patapsco River landing troops on North Point.

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\* "A license or extraordinary commission granted by a government to a private person to fit out an armed vessel to cruise as a privateer or corsair at sea and make prizes of the enemy's ships and merchandise."





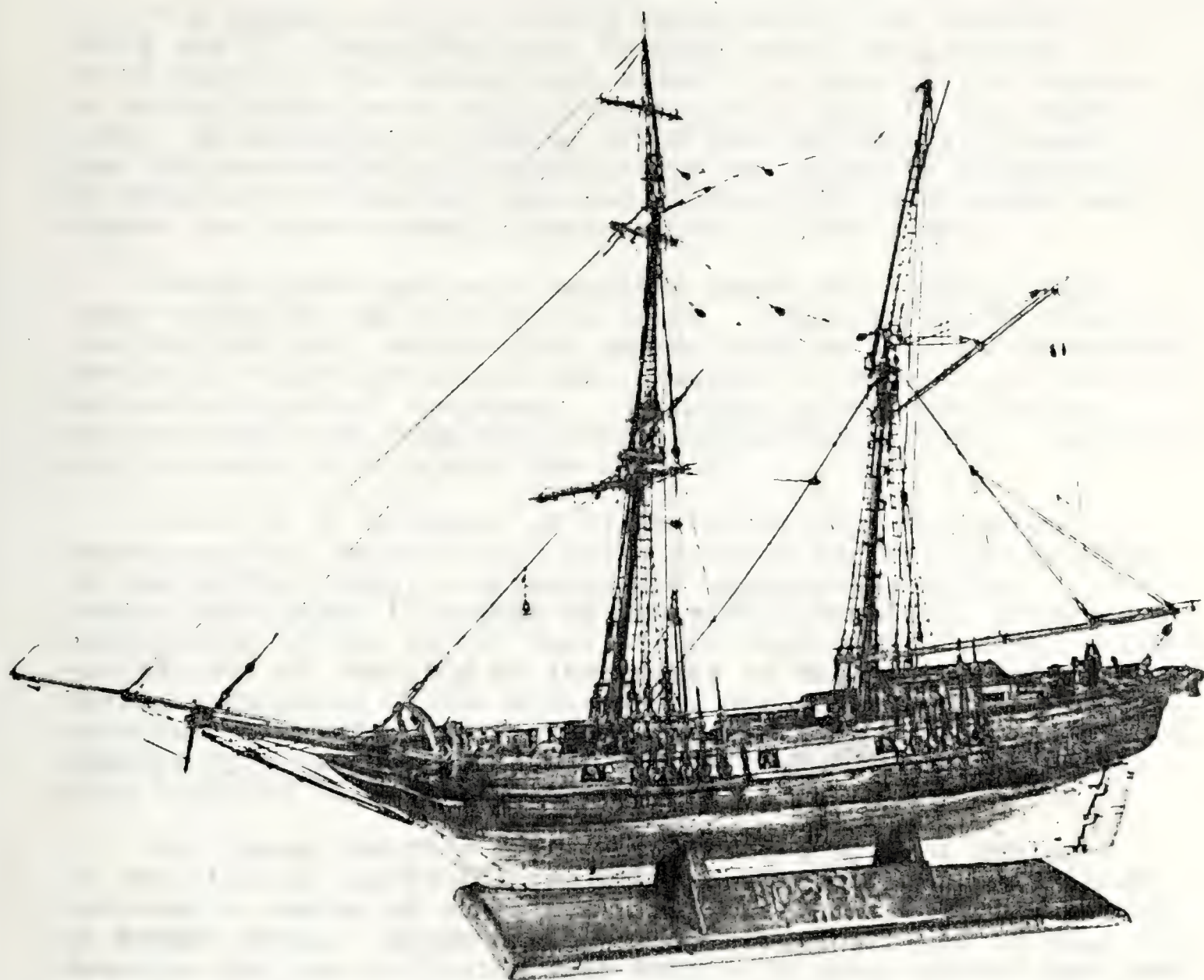
## INTERESTING SIDELIGHTS ON THE WAR OF 1812

General Samuel Smith, in command of land forces gathered to defend the city, hastily dispatched his troops to give battle to the invaders. The Battle of North Point was fought on the North Point Road about seven miles from Baltimore (September 12, 1812). In the skirmish before the main offensive General Ross, commanding the British, was killed by sharpshooters. Two lads, Daniel Wells and Henry McComas, are accredited with the deed. The loss of their leader undoubtedly contributed to the defeat of the invading forces.

The attack by warships on Fort McHenry failing to silence the Fort, the fleet weighed anchor (Sept. 14) and moved down the Bay. In the meantime, the land forces, denied the coordinating support by sea, retreated under cover of darkness, re-embarking the next day. THIS SUCCESSFUL DEFENSE OF BALTIMORE MAKES NOTEWORTHY THE FACT THAT BALTIMORE IS THE ONLY LARGE CITY ON THE EASTERN SEACOAST OVER WHICH A FOREIGN FLAG HAS NEVER FLOWN. Long may Old Glory wave!







MODEL OF THE PRIVATEER "ROSSIE"

Commodore Joshua H. Barney, a native Baltimorean, has been acclaimed the "most colorful figure in the early naval history of our country."

In 1785, Barney, commanding the "Hyder Ally" of the American Navy, while not twenty-three years old, engaged and captured the more heavily armed British ship "General Monk." The engagement lasted only twenty-six minutes and is the shortest decisive naval engagement recorded in all history.

As a privateersman, Commodore Barney, commanding the "Rossie" during the period from June to November 1812, captured four ships, eight brigs, three schooners and three sloops valued with their cargoes at more than two million dollars. The author's great-uncle, Thomas Frederick Dukehart, was a member of his crew.





## INTERESTING SIDELIGHTS ON THE WAR OF 1812

## Rocket Bombs

The rocket bomb, so widely exploited by the Germans in World War II (1939-1945), was in fact merely an advanced development of the rocket type ammunition used by the Chinese to defend their Great Wall against Kublai Khan in the year 1232. In preparing a flaming arrow they accidentally used some gunpowder (probably of the type one of their countrymen is credited with having invented, Circa 700), and legend declares the arrow zoomed skyward under its own power.

Rocket bombs are next reported about one hundred years later as being employed by the Arabs. Frank Carey, writing in the NEW YORK SUN, states that around 1450 an Italian rocketeer devised a rocket-propelled car, designed to expedite a load of explosives against the enemy. Centuries later, the Germans employed the same idea with their explosive-carrying, electrically-operated robot tank, the Goliath.

Prof. R. H. Goddard, of Clark University, Worcester, Massachusetts, reports that Major General Sir William Congreve, of the British Army, continuing the experiments by Gen. Desaguliers, when in charge of Woolwich Laboratory, produced a rocket bomb in the latter part of the Eighteenth Century which was capable of carrying an incendiary or explosive charge, and having a range up to two miles. Its design simulated the pyrotechnical skyrocket, having the explosive container forward, trailed by a long stick with a stabilizing tailpiece. It was also launched in a similar manner.

Sir Sydney Smith's British expedition against Boulogne, at the time of Napoleon's projected invasion of England (1806) included a number of boats especially fitted for firing salvos of rocket bombs. Rough weather prevented their use on that occasion but the following year they were used against the same place and, although deflected by the wind from the fortifications, which were the real objectives of their employment, they are credited with having done considerable damage in the town itself. In 1812, the British Field Rocket Brigade was formed and a year later joined the Allies before Leipzig, commanded by Capt. Bogue of the Horse Artillery. The effects of the rockets on this occasion, the first time they had ever been used in European warfare, was very marked. The Rocket Brigade distinguished itself two years later at Waterloo.

Hale, another Englishman, improved the rocket by eliminating the stick and drilling several holes in the container through which escaping gases, impinging on curved baffles, caused the cylinder to rotate about its longer axis, gave it a rifling effect, increasing range and accuracy.

Rocket bombs were employed by the British Admiral Cockburn in the War of 1812 against Barney's flotilla, which had taken refuge in St. Leonard's Creek, Calvert County Maryland (August 19, 1812); later against the American militia





## INTERESTING SIDELIGHTS ON THE WAR OF 1812

at Bladensburg when they contested the British, under General Ross, en route to invade Washington, and are credited with being the demoralizing force that humiliated the Americans in that battle (August 24, 1812).

Rocket bombs were used by the British ships in the bombardment of Fort McHenry (1812) and are identified by "the Rockets' red glare, Bombs bursting in air" in our National Anthem.





## THE LATROBE FAMILY

## JOHN HAZELHURST BONEVAL LATROBE

Born in Philadelphia, May 4, 1803, was the oldest son of Benjamin H. Latrobe and Mary Elizabeth Hazelhurst. He received his early education with his brother Benjamin at Georgetown College, District of Columbia and at St. Mary's Baltimore. Expecting to become an architect and engineer he entered West Point Military Academy, which at that time had the only school of Engineering in the United States. Here he pursued his studies from 1818 to 1821, resigning at his father's death, shortly before his fourth year.

Returning to Baltimore he entered the law office of Robert Goodloe Harper. He was admitted to the bar in 1824.

In 1827 he assisted in drafting the Charter of the Baltimore and Ohio Railroad remaining as chief council with that corporation until his death, attaining wide recognition as a railroad lawyer.

During the years 1857 and 1858, while visiting in Europe he secured from the Czar of Russia allowance for claims for a railroad extending from St. Petersburg to Moscow.

When the Morse telegraph was patented his technical training enabled him to instantly recognize its great value. He recommended it to the President of the B. & O. Railroad, who granted Morse the right to string the first telegraph line along their right of way from Baltimore to Washington.

He designed and patented an enclosed stove (The Latrobe Stove) designed to fit into the fire place and radiate heat not only for the room in which it was installed but also the rooms above.

He was an author and artist of national repute. In 1825 his design for a monument to Kosuizko was accepted and the monument erected at West Point.

As a patron of art he founded the Maryland Institute, (Chartered 1825).

In the field of Philanthropy he gave conspicuous service to the cause of African Colonization, preparing the first map of Liberia for the American Colonization Society and drafted the Constitution for the separate Colony of Maryland in Liberia at Cape Palmas.

He succeeded Henry Clay as President of the National Society remaining continuously in office for 37 years.

He was a member of the Baltimore Park Commission that purchased and developed Druid Hill Park.

He married twice, his first wife was Margaret Stewart.





## THE LATROBE FAMILY

His second wife Charlotte Virginia Claiborne.

He died September 11, 1891.

## BENJAMIN HENRY LATROBE II

Benjamin Henry Latrobe II, second son of Benjamin Henry Latrobe and Mary Elizabeth Hazelhurst, was born in Philadelphia, December 19, 1807. He attended Georgetown College afterwards graduating from St. Mary's College, Baltimore; after a course at law school he was admitted to the bar, but later took up civil engineering.

In 1832 he entered the Engineering Department of the Baltimore and Ohio Railroad as assistant to Chief Engineer Jonathan Knight, in charge of surveys that located the right of way from Baltimore to Washington.

He designed and built the Thomas viaduct spanning the Patapsco River at the Relay House. This stone arch named for the first president of the B. & O. Railroad was long known as Latrobe's folly.

It has since been recognized as one of the finest pieces of railway arch in the country and is still in use (1934) carrying modern equipment, - the oldest railway viaduct in the world.

In 1835 he left the employ of the B. & O. R. R. to become chief engineer of the Baltimore and Port Deposit Railroad. At that time he designed the train ferries for crossing the Susquehanna River at Harve de Grace, which are similar to those in use today.

In 1836 he returned to the B. & O. as engineer of location and construction, superintending the building of the road through the mountains from Harper's Ferry to Cumberland.

He was made Chief Engineer in 1842. From 1847 to 1851 he was in charge of constructing the extension across the Alleghany Mountains and the Ohio River to Wheeling, W. Va.

With three corps of engineers, 5000 men and 1250 horses, drilling and loading by hand, blasting with black powder, he constructed 200 miles of railroad including 113 bridges and 11 tunnels, including Kingswood tunnel, 4100 feet, one of the longest tunnels at that time, all in less than four years.

He was consulting engineer of the Hoosic tunnel and of the Portland and Ogdensburg Railroad. John A. Roebling consulted with him regarding the Brooklyn suspension bridge.

He married his cousin, Ellen Hazelhurst.

Died October 19, 1873.





## GENERATION VI

## THE DOTTERER FAMILY

## WILLIAM ALBERT DOTTERER

William Albert Dotterer, fourth son of Thomas Dotterer and Mary Eason, born January 10, 1840. He enlisted in the Confederate States Army at Charleston, S. C., being appointed Sergeant of Company A, Hampton Legion of South Carolina, C.S.A., an infantry regiment.

He was elected Second Lieutenant August 28, 1861, serving until April 25, 1862, when the regiment was reorganized and he was mustered out.

On June 7, 1862, he again enlisted as a private in Company A, 25th South Carolina Infantry, Confederate States Army, being killed in action May 16, 1864.

## JAMES BLAIR DOTTERER

James Blair Dotterer, the youngest son of Thomas Dotterer and Mary Eason, was born May 27, 1844. He entered the South Carolina Military Institute (The Citadel) January 1, 1860.

War between the States was declared while he was a student at the Citadel and from August 17, 1861 - October 8, 1861, he acted as Drill Master on the Potomac, having been breveted Second Lieutenant.

Graduating from the Citadel in April, 1863, he was recommended for appointment as Cadet, Confederate States Army. He enlisted at Yazoo City, Mississippi, June 3, 1863, as a private, Company A, 24th South Carolina Infantry, C.S.A. He was appointed Sergeant Major, September 1, 1863. At the battle of Resaca during the Atlanta, Georgia Campaign, he was severely wounded in the chest on May 16, 1864, dying of his wounds at Savannah, Georgia.

Previous to 1842 "The Citadel" had been a State depository for its arms and munitions of war, as also was the Arsenal in Columbia. These were guarded by companies of enlisted men and trained officers.

By act of the State Legislature on December 20th, 1842, there was created the Citadel and Arsenal Academies. The paid garrisons were replaced by young men "who while serving as guards should receive military training and instruction in the practical and mechanical arts."

Of the two hundred and forty graduates before the close of the war between the States about two hundred were officers in the Confederate service, of whom forty three were killed in service.





## THE DOTTERER FAMILY

At the battles of James Island and Tullifinney the Cadet Corps of the Citadel fought as a unit under their own officers.

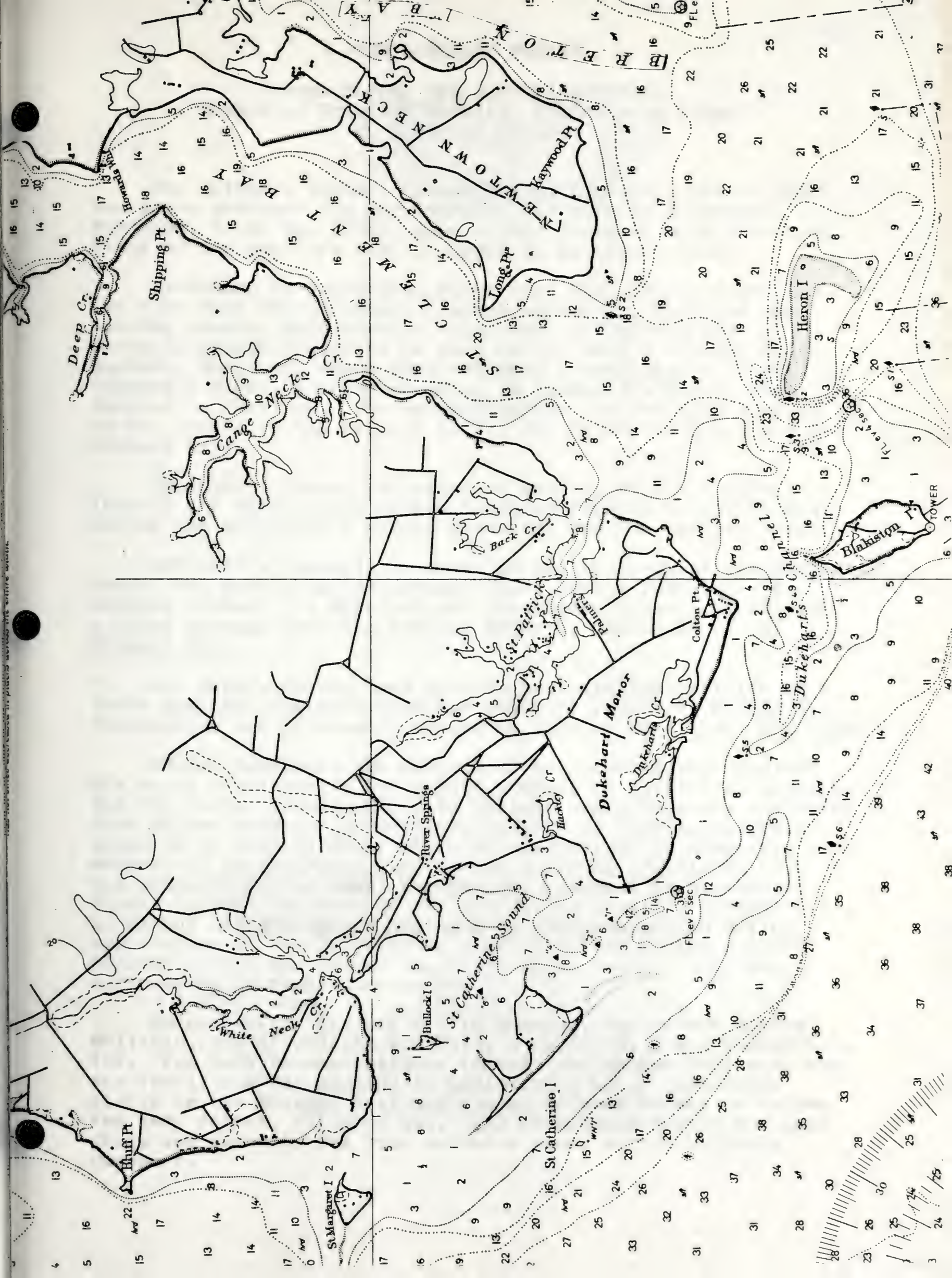
In the year 1865 Federal troops occupied Charleston and took possession of the Citadel. It remained in the hands of the U. S. Military authorities until 1881.

In October, 1882, it was reopened as a military academy.

Ref. U.S. War Dept. Records -  
7/14/33.











## . THE DUKEHART FAMILY

Thomas Murphy Dukehart (1834-1918)  
Member of Original Faculty, Engineering School  
U. S. Naval Academy

The author's father, Thomas Murphy Dukehart, son of Henri van Arden Dukehart and Mary Murphy, was born in Baltimore, Maryland, (June 18, 1834), some eighty years or more after the first of the Dukehart family landed in Baltimore town.

According to tradition, there were only thirty houses in the town when they arrived. Indian uprisings, reported advancing towards Baltimore at that time, influenced some of Father's direct ancestors to move to St. Mary's County, in Southern Maryland, where they acquired a subdivision of St. Clement's Manor, thereafter known as Dukehart's Manor, also Dukehart's Pavilion. The water-front of the Pavilion borders on the shores of the Potomac River, St. Catherine Sound and St. Clement Bay.

Dukehart's Creek, an extensive estuary of the Potomac, indents the river coast of the Pavilion forming a land-locked harbor and providing a secure anchorage for the smaller craft.

Dukehart's Channel, as shown on the U. S. Coast and Geodetic Chart 558, parallels the Potomac shore of the Pavilion. Extending between the mainland and Blackstone Island, it affords a clear passage from the Potomac River to the mouth of St. Clement Bay.

St. Mary's County land records indicate the Pavilion at a later date was acquired from the Dukehart family by George W. Blackstone and afterwards deeded to John F. Dent (Oct. 27, 1858).

Thomas Dukehart, the subject of this narrative, received his early education in the public schools of Baltimore, completing the course through the City College and afterwards graduated from Milton Academy (a Baltimore college of high scholastic standing at that period), where he specialized in chemistry and mechanical engineering. Inheriting a strong proclivity from his progenitors for naval service, he was sent by his uncle, Thomas Murphy (for whom he was named), to Reading, Pennsylvania, to extend his studies in engineering, preparatory to making application to the Navy for an appointment as Engineer Staff Officer. This was before the U. S. Naval Academy included engineering in their curriculum.

Shortly after his arrival in Reading, Thomas met Morton McIlvain, son of William McIlvain, a prominent steel industrialist. The boys became intimate friends and Morton McIlvain, who was fortifying his studies in engineering by an apprentice course in the Reading Railroad shops, induced Thomas to follow the same course, which he did. The friendship lasted for many years and accounts for your author's name: Morton McIlvain Dukehart.







Andrew Johnson,

President of the United States of America.

TO ALL WHO SHALL SEE THESE PRESENTS,

Greeting:

Know Ye, that reposing special Trust and Confidence in the Patriotism, Valour, Fidelity and Abilities of Thomas M. Dukehart, I have nominated, and by and with the advice and consent of the Senate, do appoint him a First Assistant Engineer in the Navy from the 25<sup>th</sup> day of July, 1866, in the service of the **UNITED STATES**. He is therefore carefully and diligently to discharge the Duties of a First Assistant Engineer, by doing and performing all Manner of Things thereto belonging. And I do strictly charge and require all Officers, Seamen and Marines, under his Command to be obedient to his Orders as a First Assistant Engineer. And he is to observe and follow such Orders and Directions from time to time as he shall receive from me, or the future **PRESIDENT** of the United States of America, or his Superior Officer set over him, according to the Rules and Discipline of **THE NAVY**. This **COMMISSION** to continue in force during the pleasure of the President of the United States for the time being.

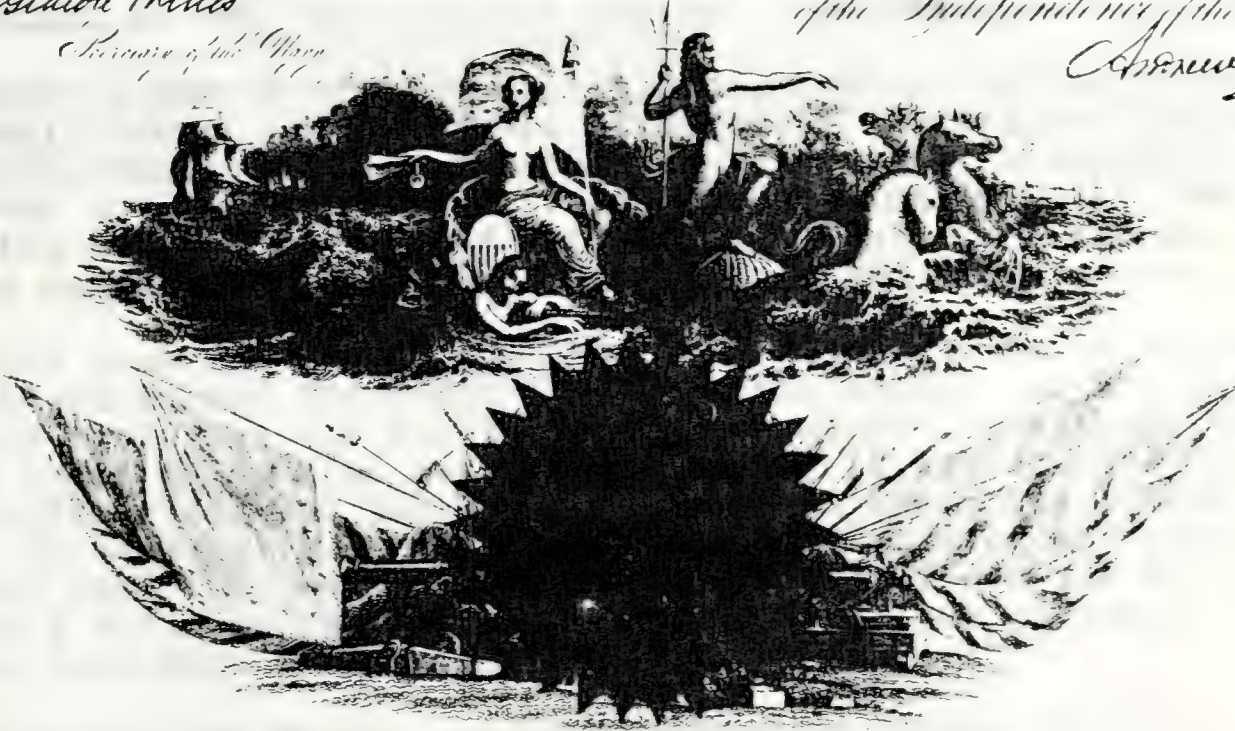
(By the President)

Richard M. Welles

Secretary of the Navy

Given under my Hand at Washington, this Twenty Sixth day of July in the year of our Lord One Thousand Eight Hundred and Sixty Six and in the Ninety First year of the Independence of the United States.

Andrew Johnson



Repaired No. 30 - this bound.  
number of same is to be taken rank  
in following

Commission of  
Thomas M. Dukehart  
U.S. Navy 1866





Thomas Dukehart passed his naval entrance examinations with a standing near the head of his class of two hundred and fifty appointees, and received his commission as Third Assistant Engineer Officer, personally signed by President Andrew Johnson (1858).

His first notable assignment was a three-year cruise aboard the U. S. Steam Sloop "WYOMING", John K. Mitchell, Commander, when ordered in search of the U. S. Sloop of War "LAVANT."

At noon, on June 5, 1859, the "LAVANT" had sailed from Boston, was reported at Valparaiso on October 11, 1859, and Commander W. E. Hunt of the "LAVANT" is known to have sailed from Hilo for Panama (Sept. 18, 1860). Nothing was heard from Commander Hunt after that date, the most spectacular event of the "LAVANT's" record being the manner in which she disappeared without any trace.

Leaving the "WYOMING" at San Francisco, California, Thomas Dukehart was ordered to Bath, Maine, as Chief Engineer Officer in charge of mechanical installations aboard the gunboat "KATAHDIN." At completion, the "KATAHDIN" was promptly placed in commission under Capt. Prebble, with whom Thomas Dukehart sailed down the coast to the Mississippi River, there to join Farragut's fleet. The "KATAHDIN" took an active part in the capture of Forts St. Philip and Jackson, Port Hudson, Grand Gulf and Vicksburg, sinking the ram "VICKSBURG" off Baton Rouge after passing through a rain of fire from the forts at Vicksburg.

Detached from active duty at New Orleans, he was ordered home for examination and promotion. His next assignment was the warship "TACONY", under Capt. Truxton, which joined Admiral Porter's fleet in the engagement at the recapture of Plymouth, North Carolina, and the destroying of the ram "ALBEMARLE." He also fought in both engagements against Fort Fisher.

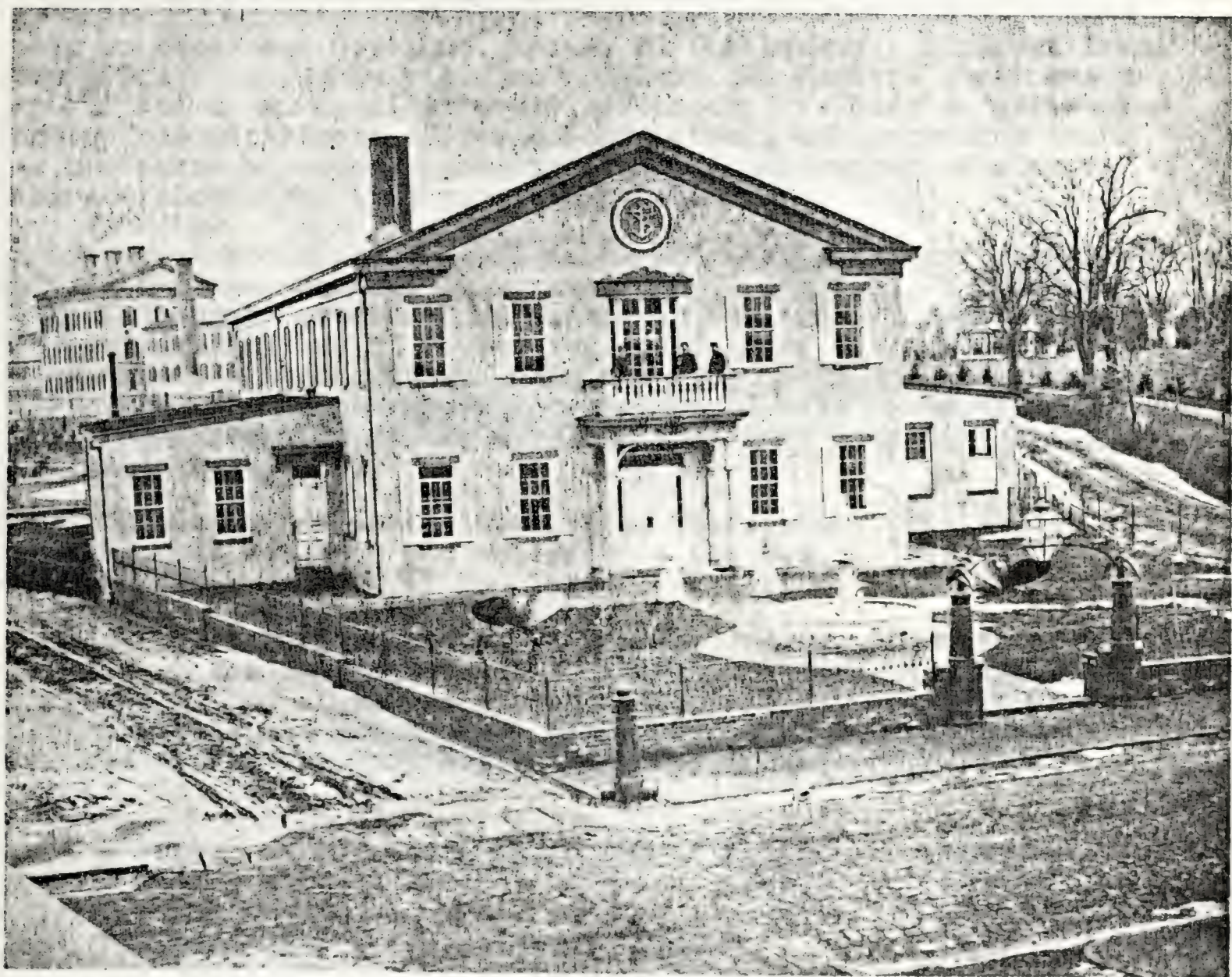
Admiral Porter and General (Spoons) Butler, having observed the demolition of entrenchments effected by concussions following explosions, conceived the idea of loading eight hundred tons of powder on an old sidewheel ferryboat, towing it under the batteries of Fort Fisher and exploding it, believing the resulting concussion would demolish the guns and emplacements.

Both boat and powder containers were inadequate to resist the explosion: the ferryboat parted in the middle and any force from the explosion was dissipated in the upper atmosphere, much to the great disgust of captain and crew. It was the "TACONY," with Engineer Officer Dukehart aboard, that towed the powder boat. He personally superintended the severance of the cable tow that cast the powder boat adrift. For this service he was awarded a citation for his gallantry and received personal mention from Gideon Wells, Secretary of the Navy.

Thomas Dukehart was again commended by Gideon Wells, Secretary of the Navy, for valor in service aboard U. S. Gunboat "KATAHDIN" while on duty with the Mississippi Squadron off the







Steam Engineering Building  
U.S. Naval Academy  
Annapolis, Maryland  
Erected under direction of  
Thomas M. Dukehart U.S.N.  
February 20, 1868





THE HOUSE OF THE  
 LATE MR. J. H. BROWN  
 ON THE CORNER OF  
 12TH AND BROAD STS.  
 PHILADELPHIA, PA.

## THE DUKEHART FAMILY

coast of Galveston. He was one of the volunteers who accompanied the dashing Cushing in his first unsuccessful attempt to blow up the ram "ALBEMARLE." He served the duration of the war, participating in forty-three engagements.

After the close of the war in 1865, Chief Engineers William W. Wood and Eben Hoyt, U.S.N., were ordered to establish and organize a Department of Steam Engineering at the Naval Academy and, on September 24, 1866, Thomas M. Dukehart was detached from the U.S.S. "SACO," by Vice Admiral David R. Porter, Superintendent of the U. S. Naval Academy, and ordered to duty as instructor in the new Department of Steam Engineering, serving three years as professor of natural and experimental philosophy, engineering and chemistry, with rank of Commodore.

Associated with him were R. H. Thurston, afterwards head of Sibley College, Cornell University; E. C. Leavitt, Jr., later one of the most prominent engineers in the country specializing in pump design, and J. T. Hawkins, late chief designing and mechanical engineer for the original Crown Cork and Seal Company. Otto Fuchs was in charge of the mechanical drawing department and afterwards head of the Maryland Institute School of Art and Design in Baltimore.

Thomas M. Dukehart, after three years shore duty at the Academy, was detached and assigned to the U.S.S. "NIPSIC," engaged in the survey of the Isthmus of Darien.

On his return to the Naval Academy, he was granted leave of absence for one year to make experiments embodying Ransome's patented method of manufacturing concrete (siliceous) stone, its potential use and value. His experiments were conducted in the old Modtard Brewery situated on Jones Falls near Hillen Street, Baltimore.

A number of improvements in preparing the concrete were introduced by him, afterwards becoming standard practice.

He resigned from the Navy in 1873.





THE DUKEHART FAMILY  
Ransome's Patent Stone

The BALTIMORE GAZETTE (February 1866) publishes the following news item:

"A company is being organized in Baltimore for the purpose of manufacturing plain and ornamental stones rivaling in every respect the best natural sand stone, and superior to all in homogeneity of structure and resistance to extremes of heat and cold.

"The most remarkable thing about this discovery, next to cheapness of materials employed, is the simplicity of their manipulation. The materials consist of clean dry sand, flint or quartz, and chloride of calcium - the latter being the refuse left in the manufacture of soda. The rapidity with which this stone can be manufactured constitutes, perhaps, the most singular feature of all. Within the space of five minutes the sand can be taken from the loose heap and converted into a small block or slab of stone, which is so hard and compact that it will ring under the hammer. Books for subscription to the stock of the company will be opened tomorrow at the northeast corner of Saratoga and Calvert Streets, where also any persons desirous of witnessing the process of manufacture is invited to call, etc."

Thomas Murphy Dukehart married Mary Rebecca Cox Krebs of Baltimore (Nov. 10, 1863). They had four children:

Frances E. - married (1) Henry Paul Talbot, Ph.D., of Boston, Mass. There was one child by the union: Paul Dukehart Talbot, who died in infancy. (2) James Page, Ph.D., of Baltimore.

Thomas Krebs - married Florence Power of Kent County, Maryland. There were three children by the union: Katherine, Dorothy and Donald, the latter two being twins.

Susan Hanway - Spinster.

Morton McIlvain - married Mabel Woodland Comegys of Kent County, Maryland. There were three boys by the union: Morton McIlvain, Jr., Edward Comegys, and Thomas van Arden.

Father passed away August 1, 1912. Mother followed shortly afterwards (January 11, 1914). Both lie buried in Woodlawn Cemetery, Baltimore.





## LEAVES FROM THOMAS M. DUKEHART'S ENGINEERING SKETCH BOOK

The "Sketch Book" comprises a collection of mechanical engineering lectures delivered by Thomas M. Dukehart to cadet students while a faculty member of the original Naval School of Engineering at Annapolis, Md. (1867). It is a veritable forerunner of today's Engineering hand books, covering the following subjects:-

LAW OF RESISTANCE to which a vessel is subjected both direct and frictional

NOMINAL HORSE POWER as reflected in diameter and length of the steam engine cylinder

INDICATED HORSE POWER with details of the steam engine indicator

LONG AND SHORT STROKE ENGINES their relative advantages and disadvantages

RELATIVE MERITS OF WOOD AND STEEL for hull construction of Navy ships and iron clads

SCREW PROPELLER, its design, geometrical principal and method of manufacture

OSCILLATING versus BEAM ENGINES, comparison of design and relative efficiency

BOILERS OF VARIOUS MARINE TYPES, outlined in comprehensive sketches with detailed analysis of the Martin boiler

INSTRUCTIONS FOR PROPER TEMPERING cutting tools of various metals when used by pressure or impact

DESIGN OF TOOLS FOR VARIOUS PURPOSES when cutting miscellaneous materials.

DESIGN OF A PRIMITIVE BORING BAR, fitted with four cutting tools for mechanically fashioning the interior surface of an engine cylinder.

Note:- It was common practise of the period (1867) to convert the rough casting of an engine cylinder into a finished product, entirely by hand tools, which suggests the probability that Thomas M. Dukehart originated the idea of the mechanical boring bar, as evidenced by his sketch.





## Law of Resistance

It is universally admitted that the gross resistance (direct and frictional) to which a vessel is subject increases as the square of the velocity, and therefore, as a necessary consequence, the power expended in producing this velocity varies as the cube of the velocity. For instance, if the resistance to one square of midship-section propelled through the water at 5 miles an hour be 5  $\text{t}$ , then the resistance at 10 miles an hour would be four times 5, or 20  $\text{t}$ . But the latter resistance has acted over double the space, so that the result must be again doubled for the measure of power expended; and thence it follows that the power exerted must always be in the ratio of the cube of the velocity. This law cannot be expected to hold strictly good in all cases alike, looking to the great diversity of form and displacement which exists, but in the great majority of Steamers it is fully borne out in practice. Thus in the screw Steamer Desperate, the following relation between power and speed was found to obtain:—

	Indicated Horse Power		Fuel per 1 <sup>st</sup> Class Room
With 4 boilers and 4 cylinders . . . . .	805.89	9.15	4.61
With 3 boilers & 4 cylinders working expansively	579.32	8.25	5.13
" 2 " " " " "	363.87	7.35	5.58
" 1 " " 2 " " "	169.32	5.98	5.89

The practical value of this rule will be made apparent by the following examples:—

1. If we wish to find the speed corresponding to a diminished consumption of fuel for any particular Steam-Vessel, the calculation will be effected thus:— The vessel, we will suppose, has engines which propel her at a rate of 12 knots, with a consumption of 35 tons of coal per diem, and we wish to find the speed corresponding to a consumption of 25 tons per diem; then— $35:25::12^3:V^3$  (cube of required velocity). When reduced  $7:5::1728:V^3$  As an equation  $3 \times 1728 = 7V^3$  or  $\frac{8640}{7} = V^3$  and  $\sqrt[3]{1234} = \sqrt[3]{10.726} = V$ , the required velocity. It is thus seen that by reducing the consumption of fuel by 10 tons per diem, we ~~are~~ lose in this instance  $1\frac{1}{4}$  knots per hour. 2. If it be wished to increase the speed of the vessel, on the other hand, from 9 to 11 knots, and we desire to know the increased consumption attending the increase of speed, this will be in the proportion of  $9^3$  to  $11^3$ , or as the numbers 729:1331, or as 1:1.825. All we have to do, therefore, is to multiply the present consumption by this









latter number. 3. If a certain steamer consumes, say 220 tons of coal, during a run of 1600 miles, performed at the average speed of 11 knots per hour, and we wish to find her probable consumption of coal for a longer voyage of 2400 at a reduced speed of 9 miles, the calculation will then be as follows:—

$$220 \text{ tons coal} : C (\text{Required Consumption}) :: 11^2 \text{ knots} \times 1600 : 9^2 \times 2400 \text{ miles}$$

$$\text{Then } C \times 121 \times 1600 = 220 \times 81 \times 2400$$

$$\text{or } C \times 193,600 = 42,768,000$$

$$\text{Reduced to } C = \frac{42,768,000}{1936} = 220.9 \text{ tons, required consumption}$$

It is thus seen that the consumption of fuel is almost exactly equal in these two cases, showing that the same vessel would steam 1600 miles at a 11 knots, or 2400 miles at 9 knots, with the same quantity of coals.

4. Supposing that we have a steamer with stowage-room for only 460 tons of coal, which she has nearly expended during a trip of 1800 miles, while steaming at the speed of 11.5 knots an hour, and we wish to place her upon another station, where she must run 2500 miles without coaling, it is required to find at what reduced speed she must steam so as not to run short of coals?

$$\begin{array}{ccccccc} \text{tons} & \text{knots} & \text{knots} & \text{tons} & \text{knots} \\ 460 & \times & 11.5^2 & \times & 1800 = 460 \times 2500 \times V^2 \text{ required velocity;} \end{array}$$

$$\text{or } 460 \times 132.25 \times 1800 = 460 \times 2500 \times V^2;$$

$$\text{Reduced to } 109,503 = 1150 V^2$$

$$\text{or } V^2 = \frac{109,503}{1150} = 95.04$$

$$\text{Therefore } V = \sqrt{95.04} = 9.75 \text{ knots required velocity}$$

We thus find that the same vessel which ran 1800 miles at a speed 11.5 knots, and with a consumption of 460 tons of coal, must reduce her speed to 9¾ knots, to enable her to run 2500 with the same consumption.

The preceding examples all show that an increase of speed is obtained only by the expenditure of a very great increase of power. Hence, to draw even the most superficial comparison between the efficiency of different steam vessels, their speeds must be first reduced to a common standard, and the relation must then be found between the consumption of fuel at the standard speed, and the size or tonnage of the vessel, the maximum speed of each being treated as a separate question. The value of the term efficiency also varies so much for different classes of vessels, that steamers of the same class only can be fairly compared together. The number of tons displacement that 100 gives or indicated

Horse-power will propel, at the rate of 10 Knots an Hour, has been proposed as a standard of comparison between different Steamers.

A vessel, for instance, is known to have a speed of 12 Knots an Hour, the engines exerting 1620 indicated Horse-power, at a displacement of 2240 tons.

Then as 12 Knots : 10 Knots ::  $\sqrt[3]{1620 \text{ H.P.}}$  :  $\sqrt[3]{\text{Ind. H.P. required}}$ ;

or 17.28 : 1000 :: 1620 : 937.5;

and 937.5 : 2240 :: 100 : 238.9 = tons displacement propelled by 100 I.H.P., at 10 Knots an Hour.

By making similar calculations for other vessels, their relative efficiency may be, to a certain extent, compared one with the other.

### Nominal Horse-power.

The cylinder of the steam-engine, being that portion of the machine in which the power is developed, must be considered as its principal member. Upon its dimensions depends, in some degree, the size of all the other parts of the engine, as well as its reputed powers, being called an engine of 100 or of 200 Horse-power according to the diameter of the cylinder, modified to a small extent by the length of the stroke. This, called the Nominal Horse-power, is obtained by the formula-

$$\text{H. P.} = \frac{\text{Area of cylinder} \times \text{effective pressure} \times \text{Speed of piston}}{33,000}$$

In this formula the area of the cylinder is taken in square inches; the "effective pressure" is assumed at 7 lb. (by some makers at 7 1/2 lb.) to the square inch. And the Speed of piston (according to the arbitrary rule adopted by the Admiralty) is presumed to vary with the length of stroke, as shown in the following table:-

Stroke		Speed of piston ft. per min.	Stroke		Speed of piston
ft.	in.		ft.	in.	
3	0	180	6	0	221
3	6	188	6	6	226
4	0	196	7	0	231
4	6	204	7	6	236
5	0	210	8	0	240
5	6	216	8	6	248

It is at once apparent that the power thus calculated cannot be the real power of the engine, since it is wholly irrespective of the pressure in the boiler, the perfection of the vacuum in the condenser, the actual number of reciprocations of the piston, and the varying loss by friction depending on good









on God's providence, and the general plan of the engine. For the sake of convenience, however, the nominal horse-power is still retained, since it defines, with tolerable accuracy, the actual size of the engine, and its commercial value, in so far as the latter is dependent upon the dimensions of the cylinder. To remedy, in some degree, the uncertainty attending the use of this term, it is now becoming usual for the purchaser of a steam-engine to insert a clause in his contract, binding the manufacturer to show a certain specified amount of indicated horse-power.

### Indicated horse-power

The indicated horse-power of an engine is obtained by the aid of a valuable little instrument called an indicator, consisting mainly of a small cylinder placed in connection with the cylinder of the engine, both above and below the piston. This little cylinder is open at the top, and is fitted with a piston which presses against a spiral spring. The cock which connects the indicator with the cylinder of the engine being opened, steam is being admitted under the piston of the indicator during the one stroke, and vacuum during the other, precisely as in the large cylinders; thus causing the little piston to pull & push alternately against the spiral spring. If the pressure were uniform throughout the stroke, the indicator-piston would start at once from top to bottom, and vice-versa, remaining stationary until acted upon by the opposite pressure; but since the pressure within the cylinder of a steam engine is constantly varying during every portion of the stroke, it follows that the pressure ~~within~~ <sup>within</sup> the spring of the indicator, and the corresponding movement of the indicator-piston, must be variable too. If a pencil be fixed to the piston of the instrument, it will register the fluctuations of pressure upon a piece of paper held close to it; but unless some provision be made for allowing the pencil a clear space on the paper at each successive instant of time, it will only move up & down in a vertical line, and the markings due to fluctuations of pressure will be undistinguishable. To obviate this, the paper receives a circular motion in one direction during the down stroke of the piston, and a reversed circular motion during the return stroke, the result being

that, as the pencil moves vertically up and down, a continuous curved or sloping line is traced on the paper. By this line an oblong space is inclosed, called the indicator figure, card or diagram, the vertical ordinates of which will then represent the effective pressures at the corresponding portions of the stroke, and their mean length will therefore indicate the average pressure in the cylinder during the whole period of the stroke.

To find the indicated horse-power, therefore, we must take the area of the cylinder in square inches, multiply it by the average pressure as found from the indicator-figure, and again by the actual number of feet through which the piston is travelling per minute; when the product, divided by 33,000, is the indicator or gross horse-power of the engine. This must not be confounded, however, with the effective power of the engine, or that actually available for the purpose for which the engine is used. To obtain this, a considerable deduction (about 25 per cent) must be made for friction of the moving parts and for the power required to operate the valves, air pump, feed and bilge pumps, &c.; but as this would be nearly alike for all well constructed engines of equal power, and no ready means exist for testing it, the gross or indicated horse power is taken as the measure of the power in all ordinary cases. An example of a set of indicator diagrams is subjoined, to show the manner in which they are usually worked out; and it will be seen that, in this instance, a pair of engines of 500 Nominal Horse-power were actually exerting an indicated horse-power of more than 2000 horses, or four times the Nominal. This may be taken as the usual proportion now existing between nominal and indicated horse-power in modern engines by the best makers, while using steam from 15 to 20 lb pressure; but the average performance of existing engines is still very much below this, not exceeding from 2 to 2.5 times the Nominal horse-power.

Calculation for finding Ind. H.P.

Steam 11.7	(13.5)	9.2 (9.8)	$\frac{3959.204 \times 381 \times 21.904}{33,000} = 1011.248 \text{ H.P.} \quad \text{Ind. H.P.} \\ \text{Corrected } 2007.996 $
Vacuum 9.2		13.5	
Top stroke 20.3	Bottom	(23.3)	
Diameter of cylinder 71 inches			Speed of vessel at a mean draught 24 1/4 %
Length of stroke 3 feet			10.897 Knots
Indicated pressure (mean 6 experiments) 21.904 lb			Mean of Ind. Engine 22.1 lb
Mean number of revolutions per minute 63 1/2			Mean of both 22 1/4 lb









The size of the boiler is obviously a very important element in determining the indicated horse-power of an engine, inasmuch as the speed of the piston (or number of revolutions per minute) depends mainly upon the supply of steam from the boilers. The power of an engine may thus always be increased by adding to the size of the boiler, provided the steam-passages are large enough to admit of the increased flow of steam without its becoming throttled or "wire drawn". A large boiler, however, implies a large consumption of coal as a necessary attendant upon any increase of power in the engines, or velocity in the ship; so that in practice it is generally found inconvenient for sea-going steamers to urge their engines to the utmost duty of which they are capable, as tending to limit the distance which it is possible to run with a definite weight of coal. Hence it follows, that while vessels making short runs (such as the London Steamers) will show an indicated horse-power of four or five times their nominal, a transatlantic steamer cannot afford to do so, although her engines may be equally efficient.

### Long and Short Stroke engines.

Although engineers are perfectly agreed as to the superior advantages of a long stroke for their engines, it will be seen by the preceding table how rarely in the case of screw-engines this desirable object can be accomplished. The cause of this is, that the pitch of a screw-propeller (by which term is implied the linear advance made by the screw during one complete revolution, supposing it to be working in a solid) cannot be effectively increased beyond a certain proportion, depending on the diameter of the screw; and as the latter is necessarily limited by the draught of water, it follows that the only available means for augmenting the linear advance of the screw is by increasing the number of revolutions. For each revolution of the screw two journeys of the piston (in a direct engine) are required, and to enable this to be done within the required time, the strokes must be short. The chief disadvantages attending a short stroke are the more frequent recurrence of the "dead points" of the crank (when the piston arrives at the top and bottom of the cylinder), at which times much of the momentum of the moving parts is destroyed, and a jerk ensues in the engine; and the loss of a certain quantity of steam contained within the cylinder ports on passage at each stroke, which does not

exert a direct pressure on the piston. It is natural to suppose, also, that short-stroke engines do not derive so much benefit from expanding in the cylinders as those having long strokes. Another desideratum for all kinds of steam-engines is a long connecting-rod, as tending to diminish the angular strain upon the main crank, and thus avoid the loss of power arising from unnecessary friction. This action is made apparent by the accompanying sketch, which a b represents a long connecting



rod, and a' b' a short one, their relative efficiency varying as the angles a, b, c, and a', b', c. The defects of a short connecting-rod become sensible in practice by greater liability of the bearings to heat, by an increase wear of the "brasses" and packings and a larger consumption of oil for lubricating.

It is claimed for the Martin boiler, that for a given volume a greater amount of heating surface is obtained than with any other form of boiler, hence its popularity in the service.

As the heat from the gases is conducted to the water by the metal separating them, it follows; that the more extended the surfaces in contact with these gases, the more heat will be conducted to the water. Too much heat however, must not be taken from the gases as the temperature on leaving the boiler must be sufficiently high as to insure a draft.

The following considerations and conditions will determine what boiler is best adapted to Marine purposes.

- 1<sup>st</sup> Economic evaporation, that is the boiler with a given external dimensions, that evaporates the greatest amount of water per unit of coal.
- 2<sup>nd</sup> Accessibility to all parts of the boiler for repairs
- 3<sup>rd</sup> Accessibility of the heating surface for scaling.
- 4<sup>th</sup> Durability. 5<sup>th</sup> First cost.









It follows that the boiler combining to the greatest degree the above qualities is the most desirable; that is, the one costing the least, lasting the longest, most accessible for repairs, cleaning and scaling, occupies the least space and evaporates the most water per pound of fuel consumed, is the boiler best suited for sea-going purposes.

The external form of a boiler is determined by the form of the vessel in which it is to be placed.

The proportions of Martin boiler are as follows;

Heating Surface twenty-five (25) to thirty (30) the grate surface Calorimeter or opening over the bridge wall about  $\frac{1}{8}$  of the grate surface. Cross section of smoke pipe  $\frac{1}{8}$  grate surface.

This boiler with the preceding proportions will with a natural draft burn 12.5 lbs of Anthracite coal on each sq foot of grate surface, and for each pound of coal so burned 10.4 lbs of water will be evaporated from a temperature of  $212^{\circ}$ .

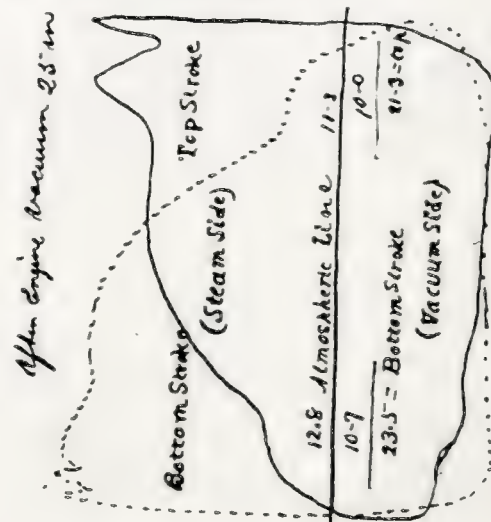
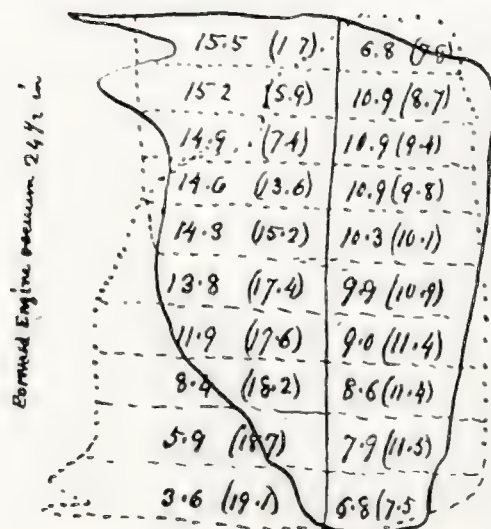
The advantages of a Martin boiler are:

1<sup>st</sup> that it provides more heating surface for same external dimensions of shell. 2<sup>nd</sup> that the total weight of boiler and water is the least. 3<sup>rd</sup> that it evaporates more water per unit of coal consumed. 4<sup>th</sup> that it is accessible in all its parts for repairs scaling and cleaning.

The disadvantages are: 1<sup>st</sup> that the fires can not be sized to such an extent as the horizontal tub can.

2<sup>nd</sup> R tube cannot be plugged or repaired without hauling the fires blowing the water out; and allowing sufficient time for the boiler to cool before a man can get in. 3<sup>rd</sup> difficult, of determining the heating tube. 4<sup>th</sup> Great height of boiler.

Indicator-Diagrams taken from screw-engines of 500 horse-power  
(Steam in Boilers 20 lbs)



Relative advantages and disadvantages of  
Wood and Iron  
in the construction of Ships and Iron Clads.  
Translated from "d'Art Naval" - Paris

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Wood.-

The advantages are:

- In being adapted to the resources of our Navy Yards in Stock Machinery and personnel;
- In giving a clean hull, and thus being<sup>less</sup> liable to loss of speed in a short time, unless there is iron in contact with the copper sheathing: In allowing temporary repairs to be made promptly,
- In affording less danger from shot beneath the plating or under the water line, because the holes are much smaller and sheet lead may be nailed over them, and because the roll is less;
- In affording less danger from shot beneath the plating or under the water line
- In affording greater safety in collisions and probably from the blow of the Ram than iron;
- In decaying less rapidly below than above, water.

The disadvantages are;-

- In being much less firmly united than iron and in thus limiting the size of the structure;
- Making the hull heavier than iron: in decaying very rapidly, especially if the construction has been hurried;
- in lessening, in a way unknown, but probably rapidly, the durability of the plating and its fastenings by the voltaic influence of the copper sheathing;
- in fouling more than iron when there is iron near the copper. Losing thus to a large extent the benefit of the copper;
- in being exposed to leaks in bad weather, and at the stern where the screw acts violently for a long time: from the fact that it is impossible to undertake to caulk the seams covered by plating;
- in being incapable of preservation by being taken from the water;
- in not permitting an examination of all their parts to ascertain their quality at first or their condition afterwards;
- in being generally more dangerous than iron in case of shipwreck;
- in increasing to a very considerable amount the weight of the vessel by the absorption of water into the pores of the wood and thus losing permanently a part of the horse of Battery and of the speed;
- in probably being subject to deterioration, in upper part of hull and caulking, by the shock of the projectiles on



1847

Received of the Hon. the Secy. of the Navy  
the sum of \$1000.00 for the purchase of  
the ship "Albatross" for the service of the  
Navy.

Witness my hand and seal this 1st day of  
January 1847.

John C. Smith  
Secretary of the Navy





plating, to such extent to cause fear of consequences - though it is true that little is known on this point; in being liable to destruction by fire when attacked with shell if not entirely covered with iron or if plating is penetrated by shell.

From its advantages are;

- In England; - great facility in procuring it, choosing and emptying the material without delay, and for the largest works; in general, allowing the examination at all times of the character and condition of the iron in all its parts; in affording greater facility in taking various forms; in having a greater strength with same weight of material; in being more firmly united in all its parts, as well as being lighter; in allowing greater space in the hold; in permitting of construction in less time, without rendering the vessel less durable; in the less cost, especially in large vessels; in exhibiting greater endurance, longer wear; in offering greater facilities for repairs and enabling them to be made more thoroughly, particularly when recourse may be had to the shops; in leaving no trace of accident from going on shore; in probably being less liable to leaks from the shock of projectiles, from the fact that the vessel itself is behind a cushion of wood, and more fully protected in hull and caulking; in presenting greater security from leaks by the use of water tight compartments which may be disposed as in ("unsinkable boat") life boats; in less liability to general dereliction in case of ship wreck. We should mention a most precious advantage for those Governments that employ all their vessels only in time of war - it is the unlimited preservation of both Engines and Boilers when the Iron ship is kept dry. In armed vessels, the possibility of having the extremities vulnerable without fear of taking fire, and in all kinds of vessels the certainty of finding their speed fully restored after docking and scraping, whatever may be the age of the vessel. Finally unlimited endurance of parts incapable of being repaired,

The disadvantages of Iron are;

Fouling of the hull and loss of one or two knots in speed in five or six months; necessity of frequent entry into dry dock to repaint; expense & loss of coal burned

especially, especially with the screw; Evacuation of Compressed  
terrible leaks if shot strikes below the armor, as well  
as the greater danger from heavy rolling;  
danger of similar kind if the ram is placed sufficiently  
low; corrosion of the lower portion of the hull by the  
ridge water, and diminution of the endurance of those  
parts as compared with the endurance of the frames etc;  
Extreme difficulty, or even impossibility, of temporary repairs  
as with plugs or sheets ~~and~~ of metal, in consequence of  
the hardness of the sheet iron and difficulty of fastening  
without employing hours in piercing the necessary holes;  
Shearing of the plates with frightful facility in collision  
and danger of being pierced under water by a ram  
situated low enough. It should not be forgotten  
that Iron ships are unpleasant and unhealthy as they  
are often cold and damp during winter and suffocating  
in summer. This defect has however been nearly  
remedied in passenger vessels.





# The Screw Propeller.

It will be convenient to divide the subject into three parts; The Designing and Laying-out; The Geometrical Principles; and The Manufacture of the Screw Propeller.

## I

### Geometrical Principles.      Definitions.

- 1° A Helix is a curved line generated by the motion of a point revolving about a fixed axis at a constant distance, and having at the same time a translatory motion parallel to that axis: the surface of screw blades is made up of such helices.
- 2° The Pitch at any point of a helix or screw is the distance, measured along the axis, between any two convolutions of a helix or screw making a constant angle with a plane perpendicular to the axis equal to that made by the helix or screw at the point. It is, therefore, the distance which a screw having such angle constant would advance if turned once round in an unyielding medium.
- 3° The Diameter of a screw is the diameter of the cylindrical surface containing its outer helix or periphery.
- 4° The fraction of a screw is the ratio of that portion of a circle of a screw corresponding to all the blades to the entire circle.
- 5° The Disc View of the screw is the orthographic projection of it upon a plane perpendicular to its axis; and the disc area of its blades is equal to the area of such projections of them.

### Equation and Construction of the Helix.

In fig. 1 let  $c$  represent the horizontal and  $c'c$ , the vertical projection of the axis of a helix, and let  $c'c$ , also represent the pitch. Let  $a\delta a$  be the horizontal, and  $a'a, \delta, \delta'$  the vertical projection of the cylinder upon which the helix may be considered located. Divide  $c'c$ , and  $a\delta a$  into the same number of equal parts. Let the point  $a$  have an uniform motion around in the circle  $a\delta a$  and at the same time an uniform motion parallel to  $c'c$ , then when it has passed from  $a$  to  $\delta$  in the circle it will have passed up one of the divisions of  $c'c$ , parallel with  $cc$ .









and generally, for every division passed round in the circle it will have passed one division of  $c'c$ . With this combination of motions the curve described will be a helix of uniform or constant pitch,  $a'b'a$ . From  $a$  to the left of the lay-off  $a'a$  perpendicular to  $c'c$ , and equal to the circumference  $a'b'a$ , and divide it into the same number of equal parts as are contained in  $a'b'a$ . At  $a$  erect a perpendicular  $a'a_1$  to  $a'a$ , and equal to  $c'c$ , join  $a_1a_2$  and draw parallel to  $a_1a_2$  at the points of division of  $a'a$ .  $a'a_2$  will be the developed helix, after the cylindrical surface to which it is located has been unrolled into the plane of the paper; for the lines  $a'1, a'2$  &c are directly proportional to the lines  $11, 22$ , &c.

Now let  $P = c'c$ , = the pitch

" "  $C = a'a$  = circumference of cylinder of helix.

"  $y$  = distance from  $a$  to corresponding ordinate  $x$

$$\therefore x = \frac{P}{C} y \text{ --- (1)}$$

The equation of the developed helix, referred to the point  $a$  and axes  $a'a$  and  $c'c$ .

Had the distances on  $c'c$ , been made up of divisions of uniformly increasing lengths, those on  $a'b'a$  remaining the same the developed helix would have been a curve as  $a'b_2a_2$ , of uniformly increasing or expanding pitch. Had the divisions been of uniformly diminishing lengths the curve would have been as  $a'b_3a_3$  of uniformly diminishing pitch.

Let us now suppose that the helix had an uniformly increasing pitch, and let  $P_1$  = initial pitch,  $P_2$  = terminal pitch and  $D = P_2 - P_1$  = difference of pitch. Since the revolving motion is uniform it may be taken to measure the times required for the point  $a$  to pass to the different heights along  $c'c$ , corresponding to its ascent, and calling the time of one revolution of the generating point 1,  $\frac{y}{C}$  will represent the time required for the point to pass to the height  $y$  corresponding to a revolving motion through the arc  $y$ , -  $C$  being, as before, the whole circumference of the cylinder of the helix. The point  $a$  begins its motion, parallel to  $c'c$ , with a velocity  $P_1$ , and this is gradually and uniformly increased to  $P_2$ . The motion parallel to  $c'c$ , is, therefore, precisely like that of a falling body starting with an initial velocity. For the whole time 1, corresponding to  $C$  the increase of velocity is  $D$ ; and for a portion of time  $\frac{y}{C}$  this increase is evidently  $\frac{y}{C} D$ ; - for instance: for one half a revolution the increase is  $\frac{1}{2} \frac{C}{C} D = \frac{1}{2} D$ ; for one fourth

of a revolution it is  $\frac{14C}{C}$ ,  $D = \frac{1}{4}D$ ; etc. Now the formula for the space passed through by a point having the initial velocity  $v$ , and uniformly increasing velocity  $u$  proportional to the time, is;

$$x = v_1 t + \frac{v_2 t^2}{2} \text{----- (a)}$$

But in this case  $v_1 = P_1$ ,  $v_2 = \frac{D}{C}$ , and  $t = \frac{y}{C}$ .

$$\therefore x = P_1 \frac{y}{C} + \frac{1}{2} \frac{D}{C} \cdot \frac{y}{C} \cdot \frac{y}{C} = \frac{P_1}{C} y + \frac{D}{2C^2} y^2 \text{----- (2)}$$

or, by another method; Let  $a'a$ , fig 2. represent the circumference as before, and draw an indefinite perpendicular  $aa_1$  to it at the point  $a$ . Draw the line  $a'd$  equal to the minimum pitch, and the line  $a'a_2$  at the maximum pitch inclination, by making  $aa_2 = t$  the maximum pitch. Divide  $aa_2$  and  $a'a$  into the same number of equal parts, join  $a'$  with the points of division of  $aa_2$  and erect perpendiculars to  $aa_1$  at the points of division of  $a'a$ . The inclined lines  $a'1$ ,  $a'2$ , &c will represent the inclinations of the helix at points corresponding to the ordinates 11, 22, &c. respectively, draw perpendiculars to  $aa_1$ . Then

$$\frac{a'd}{a'a} = \frac{P_1}{C} = \text{tangent of initial angle of inclination.}$$

and

$$\frac{a'2}{a'a} = \frac{P_1 + D \frac{y}{C}}{C} = \text{tangent of angle at point } x.$$

But by the differential calculus the tangent at any point of a curved line is equal to  $\frac{dx}{dy}$  when  $x$  is the ordinate and  $y$  the abscissa. for rectangular coordinates,

$$\therefore \frac{dx}{dy} = \frac{P_1 + D \frac{y}{C}}{C} = \frac{P_1}{C} + \frac{D}{C} y \text{----- (f)}$$

and integrating

$$x = \frac{P_1}{C} y + \frac{D}{2C^2} y^2 \text{----- (g)}$$

the same as before.

If in (g)  $y$  becomes equal to  $C$ ,  $x$  will be the ordinate of maximum length for one convolution, - the total advance of the generating points in a direction parallel with the axis

$$\therefore x = \frac{P_1 C}{C} + \frac{D C^2}{2C^2} = P_1 + \frac{D}{2} = \frac{P_1 + P_2}{2} \text{----- (4)}$$

= mean pitch.

The curve will therefore commence tangent to  $a'd$  at the point  $a$  and end at the point  $m$ , when  $ma = \frac{P_1 + P_2}{2}$ .

Now if the change of pitch takes place within a fraction  $f$  of a convolution, we have merely to multiply the constants



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$P, C, D$  by  $f$ .

$$\therefore x = \frac{fP}{fC} \cdot y + \frac{fD}{2fC^2} \cdot y^2 = \frac{P}{C} \cdot y + \frac{D}{2fC^2} \cdot y^2 \text{ --- (5)}$$

and if  $y = fC$ ,  $x$  will be the ordinate for maximum length for  $fC$ .

$$\therefore x = fP + \frac{fD}{2} = f \cdot \frac{P + \frac{D}{2}}{1} \text{ --- (6)}$$

Eq. 3. is the equation of a parabola referred to the point  $a'$  and axes  $a'a$  and  $c'c$ . If we refer the equation to the tangent line  $a'd$  and pitch line  $c'c$ , the first term  $\frac{P}{C} \cdot y$  will disappear from the second member and  $y$  will then be measured on the tangent line, and must therefore be multiplied by the ratio of the line  $a'a$  to the line of minimum pitch  $a'd$  in order that the values of  $x$  may remain the same.

$$\therefore x = \frac{D}{2(P^2 + C^2)} \cdot y^2 \text{ --- (7)}$$

$$\text{or } y^2 = \frac{2(P^2 + C^2)}{D} \cdot x \text{ --- (8)}$$

Similarly (5) becomes

$$x = \frac{D}{2f(P^2 + C^2)} \cdot y^2 \text{ --- (9)}$$

$$\text{or } y^2 = \frac{2f(P^2 + C^2)}{D} \cdot x \text{ --- (10)}$$

Eqs. (5) + (9) may be used in laying-out the guide-lines or the templates for a screw propeller.

Graphical Construction of a Helix of Uniformly Expanding Pitch. Lay off, fig. 3,  $C = a'a'$ , and at  $a$  erect the perpendicular  $aa_2$  equal in length to the mean pitch  $= \frac{P_1 + P_2}{2} = \frac{P_1 + D}{2}$ ; and also the distance  $ad$  equal to the minimum pitch  $= P_1$ . Then will  $da_2$  equal one half the difference of pitch  $= \frac{P_2 - P_1}{2} = \frac{D}{2}$ . Divide  $ad$  and  $a'a$  into the same number<sup>2</sup> of equal parts, join  $a'$  with the points of division of  $da_2$  and erect perpendiculars to  $aa'$  at the points of division of  $aa'$ . The points of intersection of corresponding lines of these two systems will be points on the developed helix  $a'1234 \dots a_2$ . Now project the points  $a'1234$  on the developed helix by lines parallel to  $aa'$  & the points  $a1234$  at equal intervals on the circle of the helix  $a'a$  by lines perpendicular to  $aa'$  and the points of intersection of corres-





ponding lines of these two systems will be points on the required helix  $a'12$  to  $b'$ .

If the change of pitch takes place within a fraction ( $f$ ) of one convolution we have only to take this fraction of the above lines.

Length of the Helix. For the helix of uniform pitch the length is evidently,

$$s = \sqrt{(fP)^2 + (fC)^2} \dots \dots \dots (11)$$

For the helix of expanding pitch we have a more complicated formula. For a curve Fig 4  $a$  to  $c$  when it is not of very great curvature we have the following near approximation to its length

$$s = t + \frac{1}{8} \cdot \frac{a^2}{t} \dots \dots \dots (12)$$

when  $t$  = chord  $a$  to  $c$  and  $a$  the versed sine  $bb$ . In fig 4  $a'12$  to  $a_2$  being the developed helix  $a'a_2$  is the line of mean pitch, which we will call the mean helix. Draw from  $a_2$ ,  $a_2g$  at the angle of maximum pitch and  $a'd$  at the angle of minimum pitch. Join  $f$  the point of intersection of these two lines, with  $h$  the middle point of  $a'a_2$ . This line will be parallel to  $aa_2$  and the axis of the parabola since it can be easily proved that  $af$  is one half of  $ad$ . By the properties of the parabola  $hb = fb = \frac{a_2d}{4} = \frac{D}{8}$  = one eighth the difference of pitch =  $\frac{P_2 - P_1}{8}$ . From  $b$  drop a perpendicular  $bk$  upon  $a'a_2$ ; this line  $bk$  may be taken without sensible error for the quantity  $a$  in Eq 12, and since the triangle  $hbk$  and  $a'a_2a$  are similar it is equal to:

$$bk = hb \frac{a'a}{a'a_2} = \frac{D}{8} \cdot \frac{C}{\sqrt{P^2 + C^2}} \dots \dots \dots (13)$$

then  $P$  = the mean pitch, and calling the length of mean helix  $H = \sqrt{P^2 + C^2}$

$$bk = \frac{D}{8} \cdot \frac{C}{H} \dots \dots \dots (14)$$

Again in (12)  $t = H$  & introducing this and (14) in (12) we obtain

$$s = H + \frac{1}{24} \frac{D^2 C^2}{H^3} \dots \dots \dots (15)$$

For a fraction of one convolution we must as before take this fraction of the quantities  $P$ ,  $D$  &  $C$ .



The first thing I noticed when I stepped out of the car was the cold. It was a sharp contrast to the warm blanket I had been sitting under. I looked up at the sky, which was a pale, hazy blue. The air was crisp and clean, a welcome change from the stuffy car. I took a deep breath, feeling the cool air fill my lungs. The sun was just starting to rise, casting a soft, golden glow over the landscape. The trees were bare, their branches reaching out like skeletal fingers against the sky. The ground was covered in a thin layer of frost, glistening in the early morning light. I walked slowly, my boots crunching on the frozen earth. The silence was profound, broken only by the occasional rustle of leaves or the distant chirp of a bird. I felt a sense of peace and solitude, a moment of quiet reflection in the midst of a new day. The world was still so quiet, so still. I could hear the faint hum of the car engine in the distance, a reminder of where I had come from. But for now, I was here, in this beautiful, quiet world, and I felt like I had found a piece of myself I had lost.

The End

The second thing I noticed was the smell. It was a mix of fresh air and the faint scent of pine trees. The third thing I noticed was the sound of the wind, a soft whisper that seemed to be saying something to me. I looked down at my hands, which were numb from the cold. I rubbed them together, trying to get some warmth. The fourth thing I noticed was the taste of the air, a clean, refreshing taste that made me want to take another breath. I closed my eyes and let the world wash over me, feeling a sense of awe and wonder. The world was so beautiful, so full of life and color. I felt like I was part of something bigger than myself, a small piece of a vast, beautiful puzzle. I opened my eyes and looked up at the sky again, feeling a sense of hope and optimism. The sun was higher now, and the light was brighter. The world was waking up, and I felt like I was waking up with it. I took a deep breath and smiled, feeling a sense of peace and contentment. The world was so beautiful, so full of life and color. I felt like I was part of something bigger than myself, a small piece of a vast, beautiful puzzle. I opened my eyes and looked up at the sky again, feeling a sense of hope and optimism. The sun was higher now, and the light was brighter. The world was waking up, and I felt like I was waking up with it. I took a deep breath and smiled, feeling a sense of peace and contentment.





Helicoidal Surface. The helicoidal surface is the surface generated by a line moving so that all its points describe helices, and its area is approximately found by finding the mean length of several helices at equal intervals along the generating line and multiplying this by the length of the generating line. Eg. 15 gives the lengths of the different helices by introducing corresponding values of  $C$  &  $H$  for the different points. "Simpson's Rule" may be used to advantage in this computation:

$$A = \text{area} = \frac{d_i}{3} (a + 4(b + d + f + \dots) + 2(c + e + k + \dots) + n)$$

where  $d_i$  = distance between ordinates  $a, b, \dots$  fig 5; -  $a$  as a rule, multiply one third the interval between the ordinates by the sum of the extreme ordinates plus four times the sum of the ordinates of even numbers plus twice the sum of the ordinates of odd numbers and the result is the required area. - the number of intervals must always be even, or the whole number of ordinates odd. By the use of this formula we may avoid the necessity of computing so many helices.

To develop the Helicoidal surface. - Compute the length of the generating line (supposed curved) and with it as a radius describe the arc of a circle equal in length to the outer helix, with the same center and radii equal in length respectively to portions of the generating line measured from the axis up to corresponding points at equal intervals along it, describe arcs of circles equal in length respectively to the helices at these points, join the extremities of these arcs and the surface is developed by approximation. In fig 6 like letters refer to like lines, showing at once this method of development.

## Oscillating VERSUS Beam Engines.

The following paper has been prepared with the intention of presenting the facts and considerations which determine the preference that, in reference to commercial interests, should be given to one plan of marine engine for side-wheel steamers over other plans.

The considerations apply in the main to all plans of engines, but with the view to the special object at this time receiving attention <sup>with the oscillating and</sup> they will be stated only in comparison of the beam engine, for marine side-wheel steamers.

Being for sea going steamers, it is assumed that the depth of hold is such that an Oscillating engine can be used.

In order to make the comparison as practical as possible reference will be had to engines of a particular size, say 85 in. cylinder and 8 ft. stroke, of which sizes we have all the facts, from engines actually built and run.

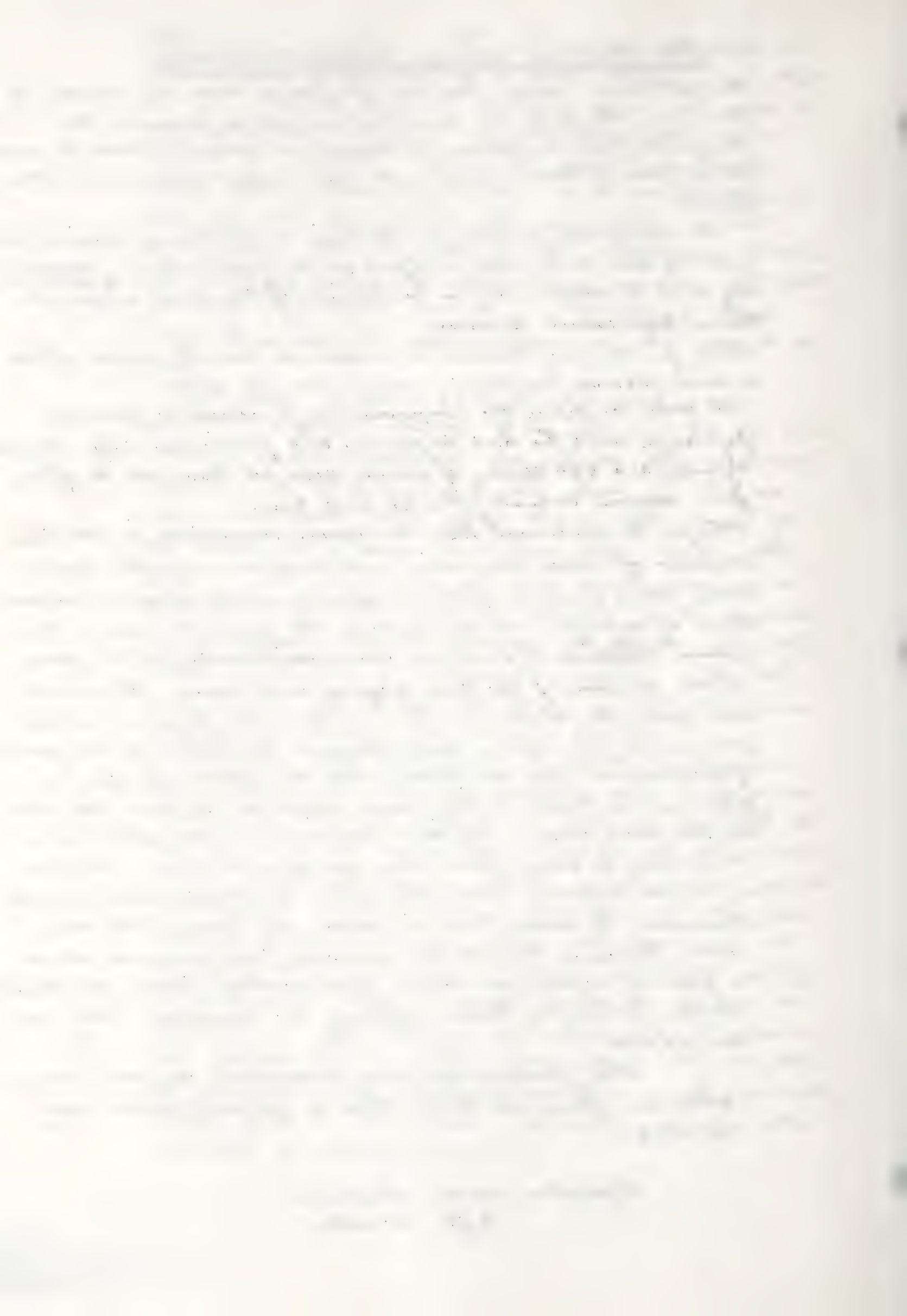
I begin the statement that the power developed in the two engines of same dimensions and revolutions is the same, when same pressure of steam, same quantities of steam and same degree of expansion are used, and, therefore, the power the power applied to turn the wheel shaft will be the same, if the friction of the two engines is the same. It will be seen from the statement herein, that the friction is substantially the same, and, therefore that there is no ground of preference for one plan over the other. So far as reference is made to the power applied to turn the wheel in the two cases. If these positions are not admitted, it is easy to show that they are strictly true, but as it is not probable that they will be questioned, it is only necessary to state them as among the facts of the case.

It is believed that all the essential particulars, in which one plan of engine can differ from another plan, are stated in the following table. If any are omitted, they can be added.

The particulars are presented together in a tabular form, in order that a general view may be had.

Cylinders 85 in. diameter  
8 ft. stroke









Particulars.	Beams.	Oscillation.
1 Room occupied by the engine ...	14.750 cub. ft.	8.500 cub. ft.
Proportion	1.73	1.
Difference	6.250 cub. ft. more than oscillating	
2 Weight of engine ...	152 tons	138 tons
Proportion	1.11	1.
3 Number of parts through which the power is transmitted ...	9	4
Difference	5 more than oscillating	
Proportion	2.25	1
4 Number of parts to be constructed in true line and relation to each other	6	3
Difference	3 more than oscillating	
Proportion	2	1
5. Number of bearings and their crosses to be kept in adjustment and lubrication	13	5
Difference	8 more than oscillation	
Proportion	2.6	1
6 Friction of engine ...	13.7 per cent	13.7 per cent
Difference	None	
7 Power transmitted to shaft	86.3 per cent	86.3 per cent
Difference	None	
8 Structure through which the power is transmitted from cylinder to crank pin.	<div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p>{ A galloway frame of wood held down by holding down bolts. None on less through the galloway frame</p> </div> <div style="flex: 1;"> <p>{ brought iron columns connecting pillow block of runners with pillow blocks of shaft. None whatever</p> </div> </div>	
9. Strain on bottom of vessel	None whatever	
10. Materials of structure	Wood in combination with iron. All iron.	
11. Relative advantages in use as a single engine.	<div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p>{ As the oscillations of the cylinder aid to carry the oscillating engine over its centres, it has a positive advantage over the beam engine in being used for a single engine.</p> </div> </div>	
Tons coming to a state of rest as engine passes its centre	20 tons	6 1/2 tons.
Tons in motion to aid in passing its centre ...	None.	30 tons.
12. Valve gear and working by hand	<div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p>{ The oscillating engine requires more parts by which to operate the valves, but involves no new mechanical combination by which the working of the valve is effected.</p> </div> </div>	

13. Accessibility of journals on the cylinder for valve and hand gear	Beam Nothing inter- venes	Oscillator Nothing inter- venes.
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The Table is a summary statement and comparison of the facts.  
The particulars may be referred to more fully as follows:

1<sup>st</sup> The room occupied by the oscillator is 85.00 cubic feet  
" " " " " " " " " " " "  
" " " " " " " " " " " "  
Being 6250 cubic feet more in the Beam engine, or in the proportion  
of 1 to 1.73.

2<sup>nd</sup> The weight of oscillator is 138 tons

" " " " " " " " " " " "  
" " " " " " " " " " " "  
Being 14 tons more, or in proportion of 1 to 1.11

3<sup>rd</sup> Number of parts through which the power is transmitted  
from piston to crank, each part having in succession to  
sustain the whole power of the engine.

There are in the Beam engine:

1. Piston. 2 Piston rod. 3. Crosshead. 4. Pair of head  
links. 5 Pair of end centres. 6 Pair beam centres. 7 Pair of  
end centres. 8 Beam. 9 Connecting rod which acts on  
crank pin.

And in the Oscillating engines the parts are:

1. Piston 2. Piston rod. 3 Pair of turnpins. The piston  
rod acts on the crank pin.

In the Beam engine 9; in the Oscillator 3, of which 3, two (piston  
and piston rod) are common to all engines.

4. Number of parts to be constructed in true line and relation  
to each other.

In all combinations of machinery, by which power is transmitted,  
the greater number of intervening parts, the greater the skill and  
care required to have the parts all in true relation and  
proper adjustment, and the greater the opportunity for unsatis-  
fying performance, through inaccurate or careless adjustment.

The parts that are to be ~~adjusted~~ constructed in such true relation  
in the Beam engine are: 1 Water-wheel shaft. 2. Crosshead. 3. Pair of end  
centres. 4 Beam centres 5. Pair end centres. 6. Crank pin. And in the Oscillatg  
engine. 1 Water-wheel shaft 2. Pair of turnpins. 3. Crank.

6 in Beam engine 3 in. oscillating engine.

5. Number of bearings and their brasses, to be kept in proper  
adjustment and lubrication.

In the Beam engine they are: Two main shaft journals and  
their brasses, One crank pin journal and brasses









Two end centres. Two beam centres. Two Head centres. Two Head links  
Two guides. And in the Oscillating engine, Two main shaft  
journals and crasses, one crank pin journal and crasses. Two running  
journals and crasses. 13 in beam engine: 5 in the Oscillating engine  
of the 13 in beam engine, 9 are in motion through space.  
of the 5 in the Oscillating, 1 is in motion through space.  
of the 13 one can be said to be in the engine room. 9 are  
twenty ft away on the Engine shaft. 5 are overhead in con-  
nection with the walking beam.

Of the 5 in the Oscillating engine, all are in the engine  
room and under the eye of the engineer.

#### B. Friction of the Engines.

As with a known pressure on the piston, and known revolutions of  
the engine, there can be known the actual pressure on each  
journal, and the extent of motion of rubbing surface.  
the friction of the two engines can be known as positively  
as any other matter of fact.

That fact has been ascertained, and in each engine the  
friction will absorb about 12 percent of the entire power,  
there being no material difference in the friction of the two engines. As  
regards friction, therefore, the two engines are substantially alike.

#### 7. Power delivered on the Crank pin.

The total power developed being the same, and ~~in~~ the amount  
of friction being the same - viz, 12 per cent, it is plain that  
the power delivered on the Crank pin is the same - viz, 88  
per cent of power developed.

#### 8. 9. 10. Structure through which the power is transmitted from Cylinder to Crank.

In beam engines the pillow block on top of the gallow <sup>of wood</sup> frame,  
is the fulcrum through which, by means of the beam, the power  
is transmitted to the crank. On this beam pillow block  
double the power of the engine acts: at one time to force it  
down, at another to force it up: the down strain is  
met by the legs of the wooden frame, supported by the Nelsons  
and the up strain by the holding down bolts, which pass  
through the Nelsons, and are held by nuts and washers.

In beam engine of great power, and especially when the  
cylinder is large in relation to the stroke, experience has  
shown that this combination of the gallow frame with  
the Nelson is the most difficult part of the construction.  
And that after great pains have been taken to have it well



secured, it is not many months before the holding down bolts require to be screwed up, and that in no particular are judgement and mechanical ability, on the part of the engineer, more essential than in his attention to the condition of the gallows frame, and the adjustments which are found to be necessary from changes that take place. In the beam engine combination, the strains of the engine are not provided for within its own structure; in greater or less degree a strain is thrown on the bottom of the vessel.

The gallows frame being of wood is liable to decay, and the cases are not unfrequent where decay does take place, and the renewal of the frame becomes indispensable. In striking contrast with these particulars are the frame of the oscillating engine, and the manner in which the strains are met.

The pillow blocks of the water-wheel shaft in the oscillator are directly over the pillow blocks of the runnings of the engine, and these two pillow blocks are connected by large wrought iron columns capable of sustaining the whole power of the engine either in separation or crushing and within this iron structure, bound together in the most direct manner by four wrought-iron columns, must all the power of revolution be developed, without any transmissi-  
on of up and down strain on the bottom of the vessel.

11- Relative advantage in being used as a single engine:

In the beam engine all the working parts of the engine come to a state of rest as the engine passes its centre, and the engine, when single, is carried over its centre by the momentum of the water wheels.

In the oscillating engine the weight coming to a state of rest is much less than in the beam engine, and the oscillations of the cylinders are at their highest motion at the time the engine passes its centre, and thus the momentum of the oscillating weight is a cause to aid in carrying the engine over its centre.

In the beam engine the weight coming to a stand still, and to be started again is 20 tons.

In the oscillating engine the same weight is  $6\frac{1}{2}$  tons.

In the oscillating engine, the weight in oscillation is 30 tons.

12- As to the valve gear and working by hand; The valves and valve gear are substantially the same in the two engines, but in the oscillator, the parts operated by









the eccentrics receive their motion through a segmental slot to allow for the movement of the cylinder; this adds an additional part of the valve gear, and, in order that the cylinder may be balanced, one steam chest is on one side of the cylinder, and the other is on the other side; this makes necessary four rock shafts instead of two, and four arms to work them instead of two.

In same manner the working by hand requires two trip shafts and two arms.

### 13- Means of working the air pump:

In the beam engine the air pump is worked from the motion of the beam.

In the Oscillator the air pump is worked from motion of the cylinder.

If a jet condenser were used, then the cylinder could not be used without special arrangements, but when the surface condenser is used, and the water causing condensation is supplied by an independent circulating pump, then the working of the air pump is reduced to one fifteenth of that required for the jet condenser, and the cylinder is used without objection.

### 14. Necessity of journals on the cylinder:

Every journal carried by the cylinder of the oscillating engine is as accessible as the journals carried by the cylinder of the beam engine. Oscillating engines of large size make 10 to 15 revolutions per minute, at which motion the lubrication of the journals and adjustment of brasses can be readily effected.

### 15. Balance of the engine:

In the beam engine the weights at the opposite ends of the beam are sufficiently near a balance.

In the oscillator the weight of the piston and piston rod require to be balanced by using a sufficient number of cast-iron buckets on the water wheels.

### Lubrication by continuous flow of oil:

It has been fully established that the friction, when oil is applied in a manner merely to keep the journal cool, is one-half greater than the friction when oil is applied by continuous flow over the journals. The time is near by when advantage will be taken of this fact.

The oscillating engine having its five main journals, viz. two shaft journals, two trunnion, and crank journal all so near together, and so conveniently situated in reference to each

other, presents a very favorable opportunity for using the system of lubrication by continuous flow.

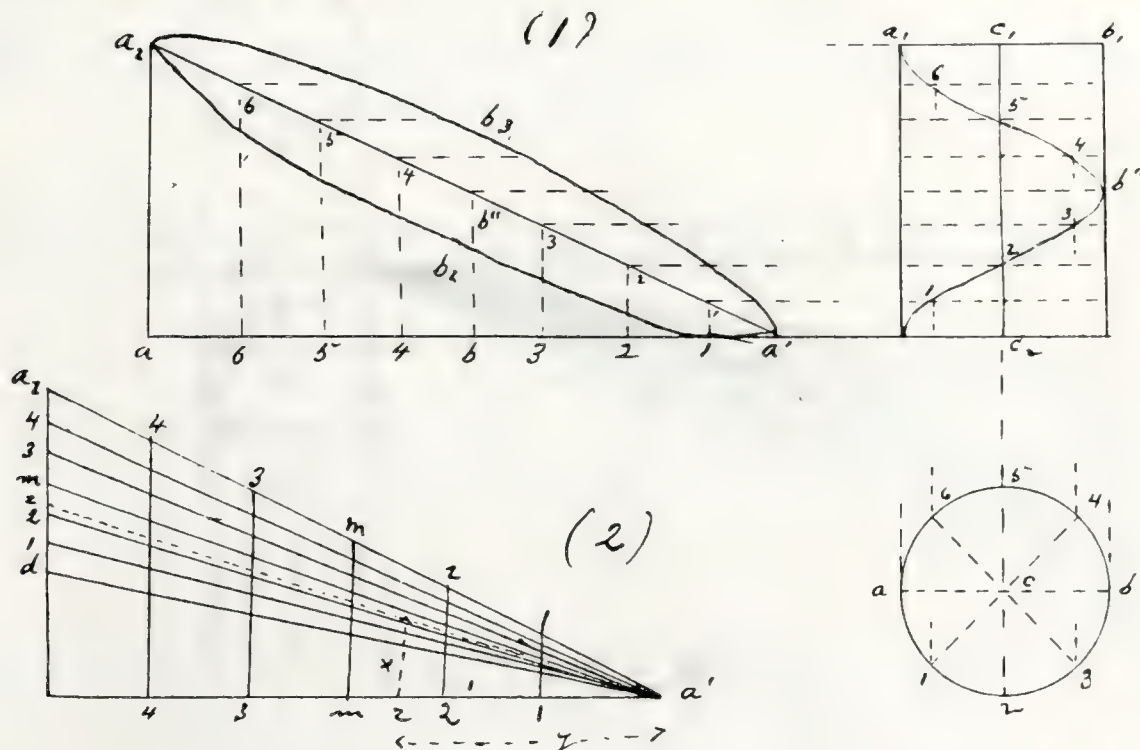
Displacement of that portion in length of the vessel that contains the engine, shaft and wheels of the oscillating engine in reference to the weight placed in that length:

The question having been raised whether there was not, in the use of the oscillating engine, an excess of weight put in that part of the vessel, it becomes necessary to state that the weight does not equal the buoyancy due to the displacement.

It has been claimed for the Beam engine that the parts not being connected by a rigid combination may, to some extent get out of line without injurious results. The Beam engine in this particular has no advantage over any other form of single engine. No single engine, either side lever or oscillating, within my knowledge, has been found to be inferior to the beam engine in this particular.

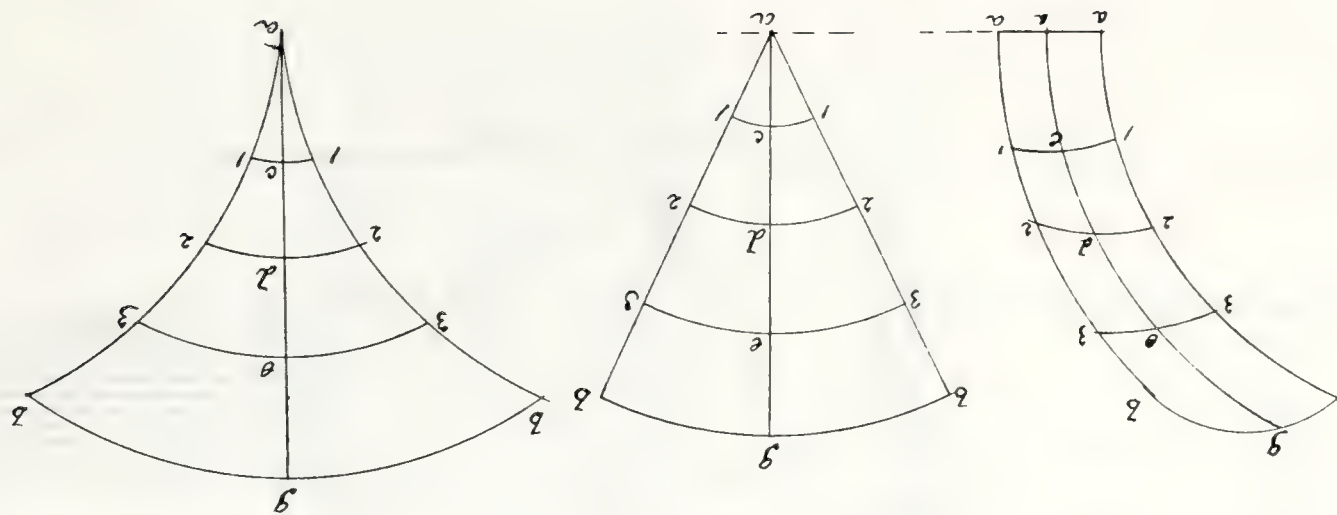
In the Double Engine using centre shafts there has been much trouble in the rigid cast iron pillow-block, one casting being used for both engines, and the use of double beam engines has shown that they, also are not well prepared for the strains to which the centre shaft is subjected.

It is of the first importance that these statements receive that attention as to fully prove the correctness of the statements as to each separate fact. However different may be the inferences ~~there~~ should be no difference as to the truth of the separate facts. Each admits of clear determination and statement.

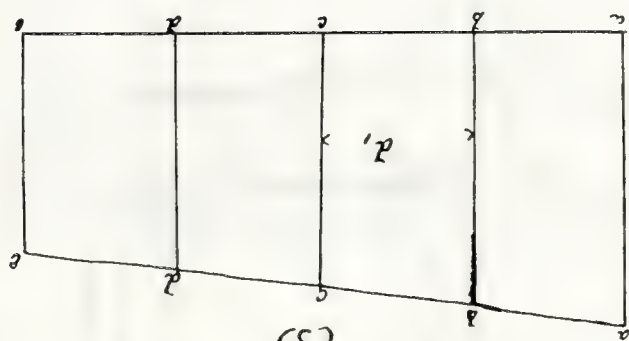




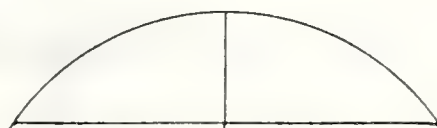




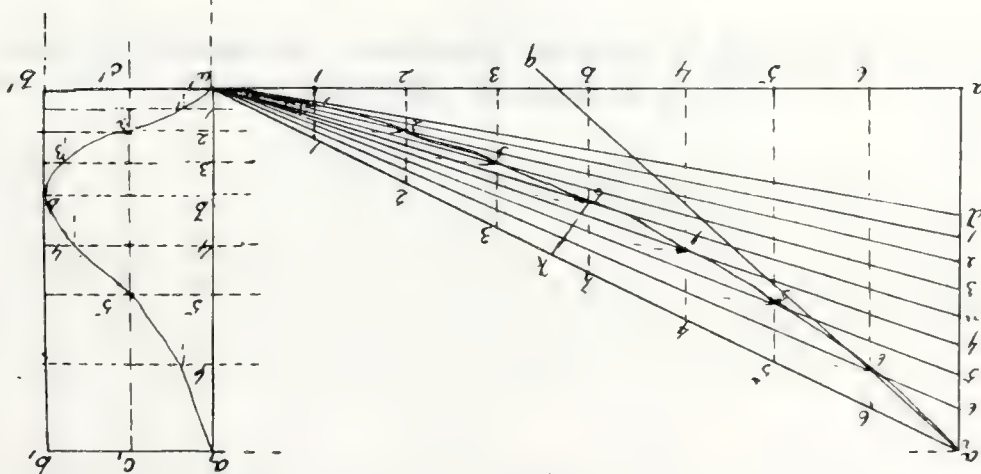
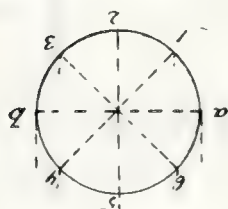
(9)



(5)



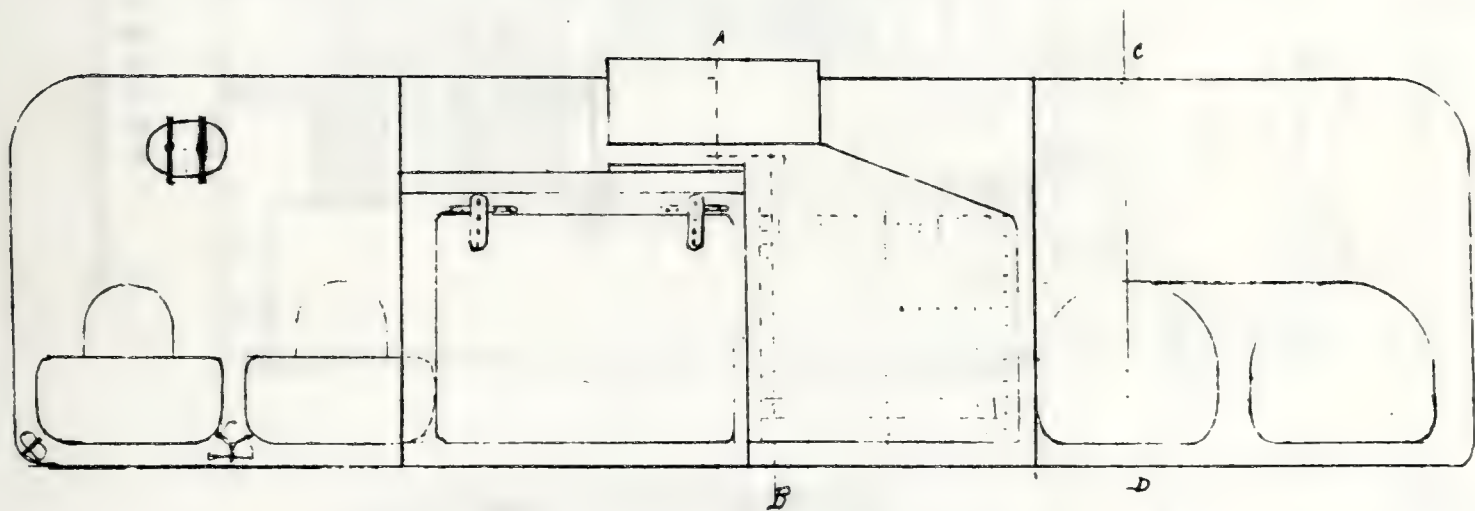
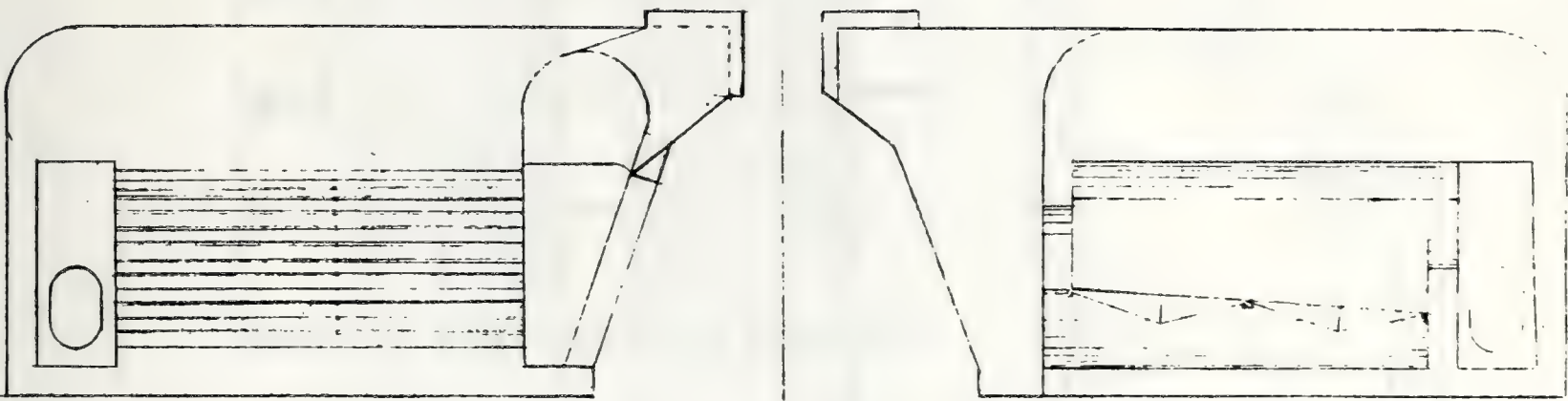
(4)



(3)







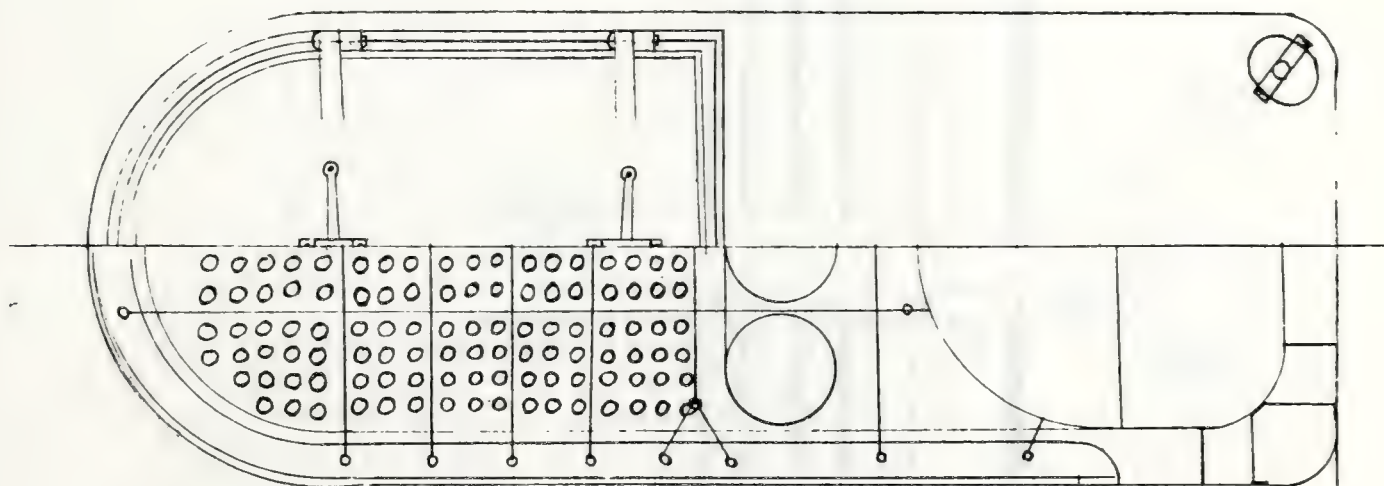
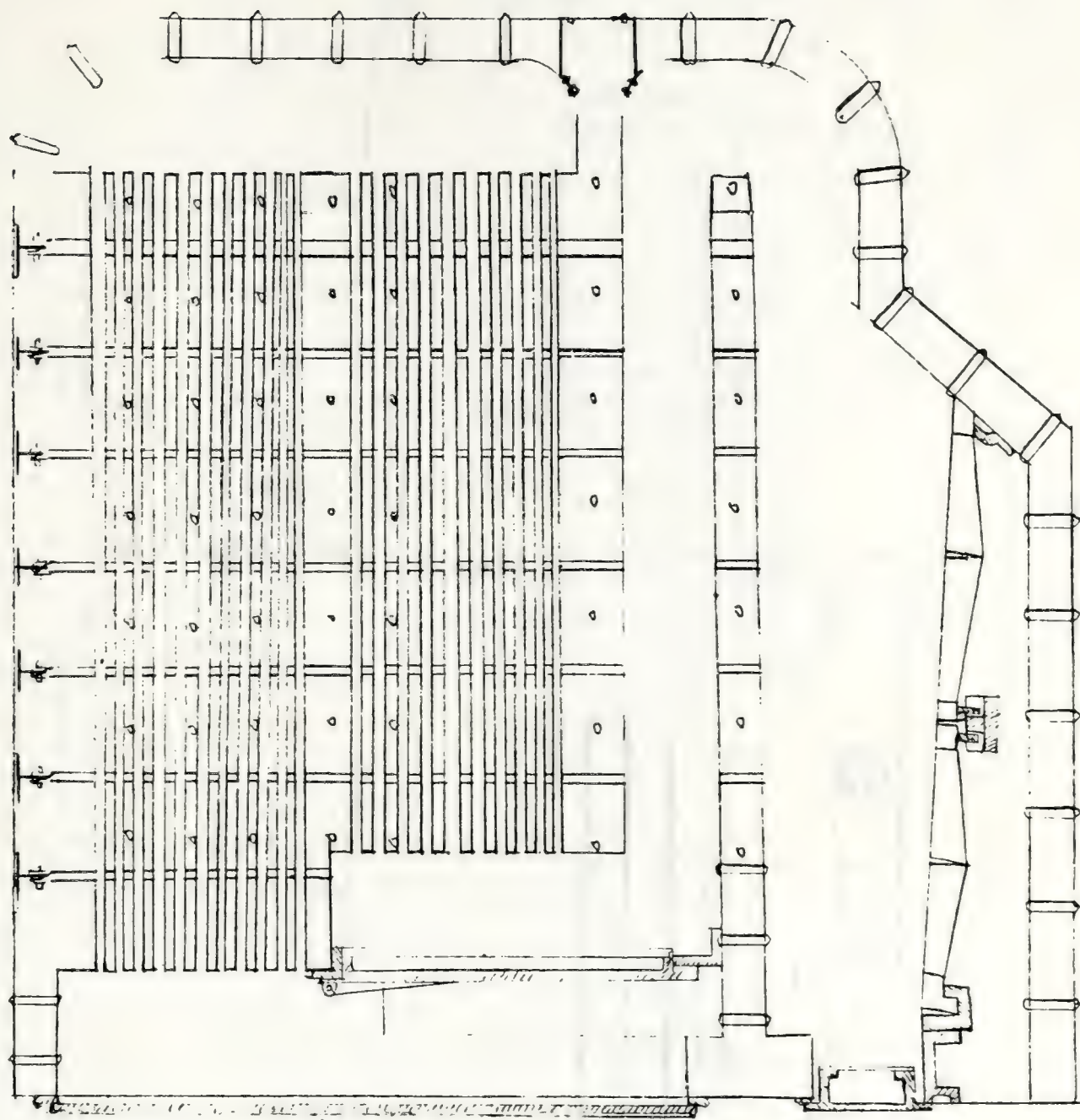
From the sketch book of Thomas M. Dukehart, member of the faculty of the Engineering School, U. S. Naval Academy, Annapolis 1867.





FIG. 1. A perspective view of the apparatus, showing the main body and the support structure.

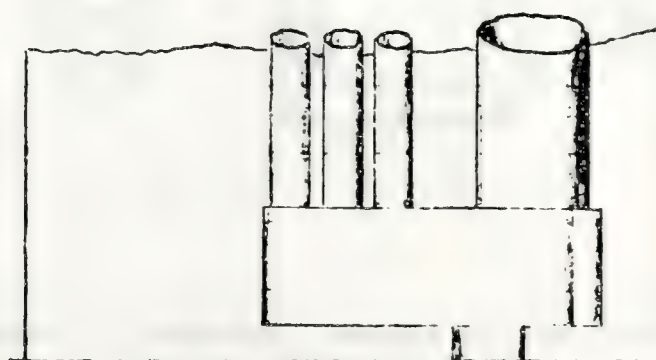
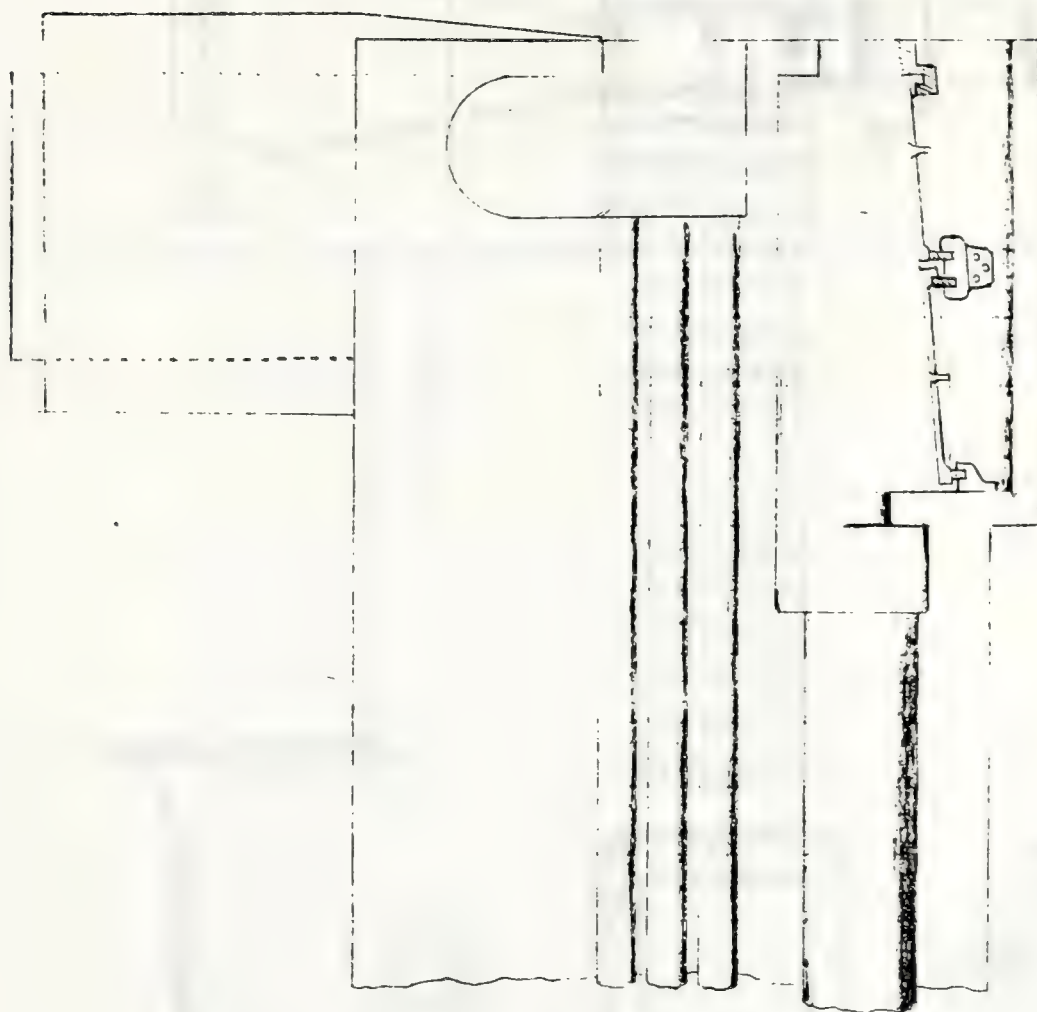
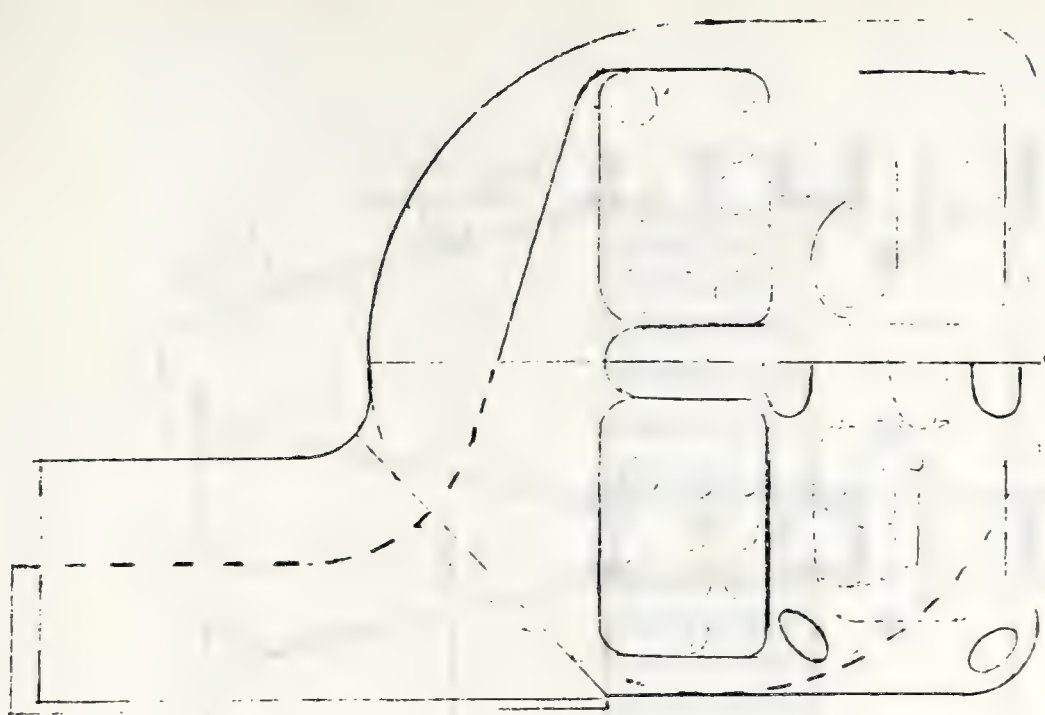
Superheating' Boiler,  
cadets



From the sketch book of Thomas M. Dukehart, member of the faculty of the Engineering School, U. S. Naval Academy, Annapolis 1867.

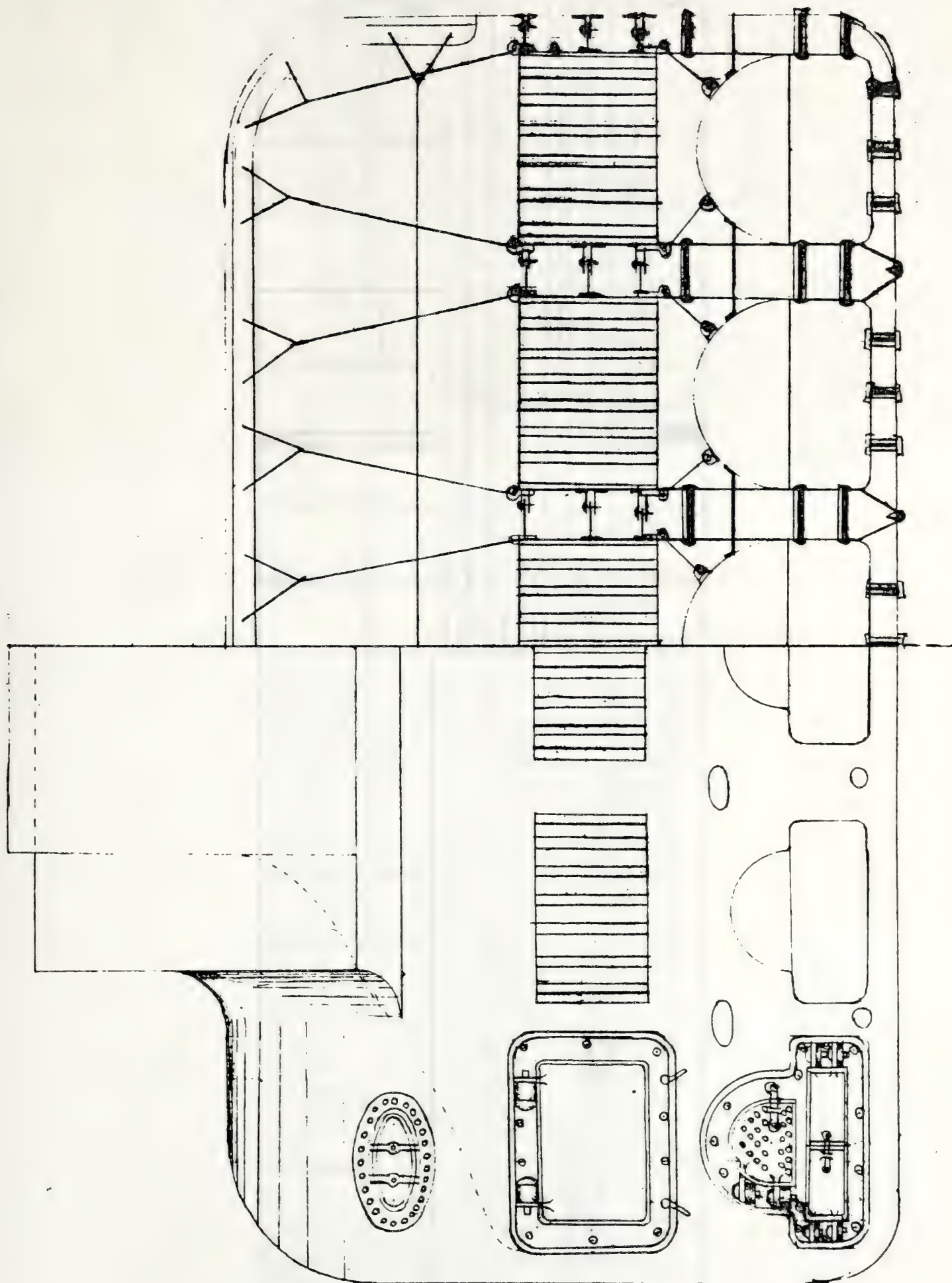






From the sketch book of Thomas M. Dukehart, member of the faculty of the Engineering School, U. S. Naval Academy, Annapolis 1867.

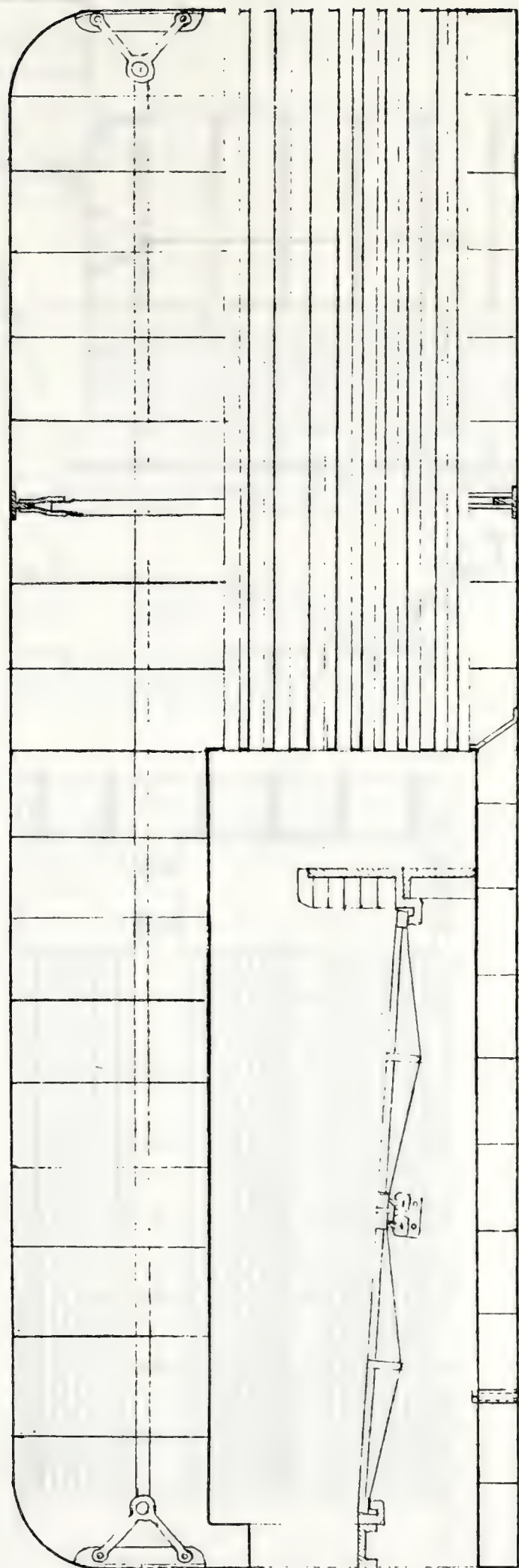




From the sketch book of Thomas M. Dukehart, member of the faculty of the Engineering School, U. S. Naval Academy, Annapolis 1867.



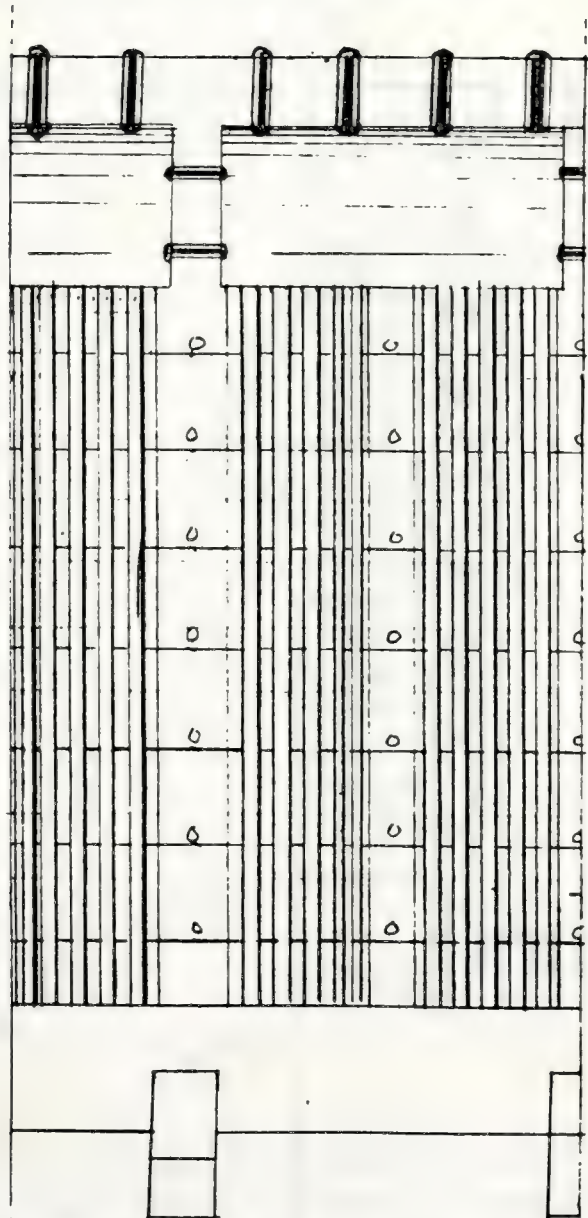
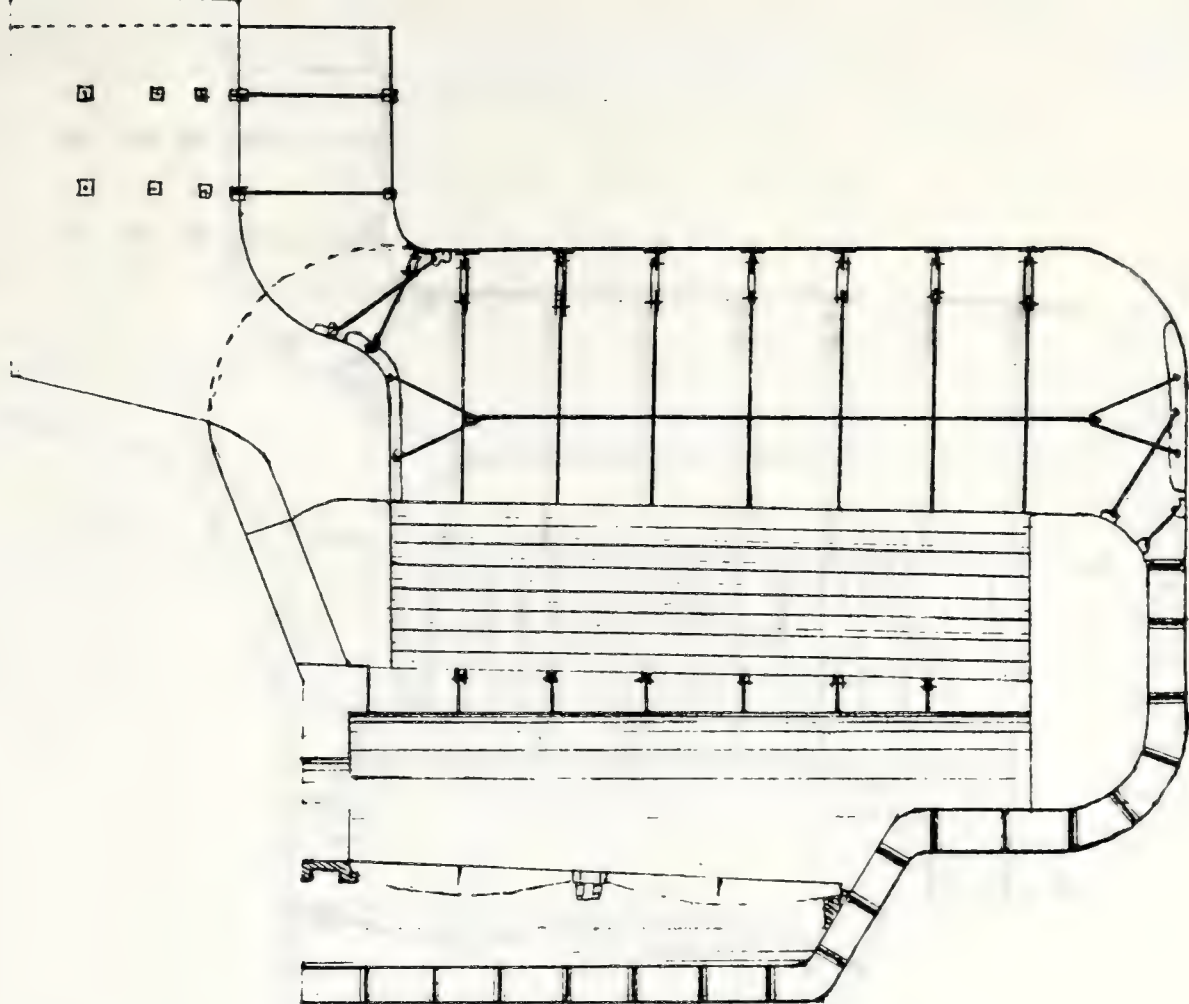




From the sketch book of Thomas M. Dukehart, member of the faculty of the Engineering School, U. S. Naval Academy, Annapolis 1867.

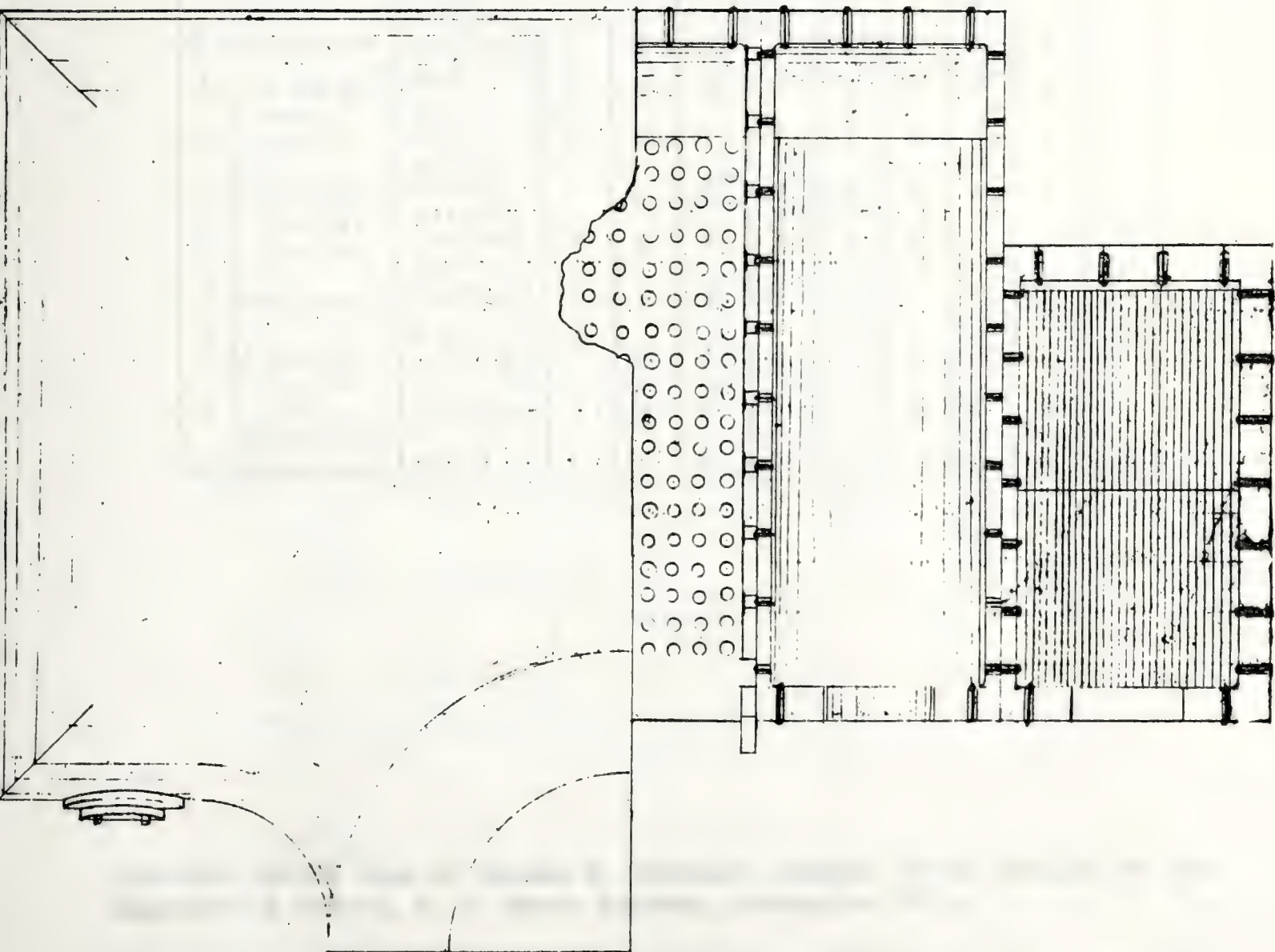
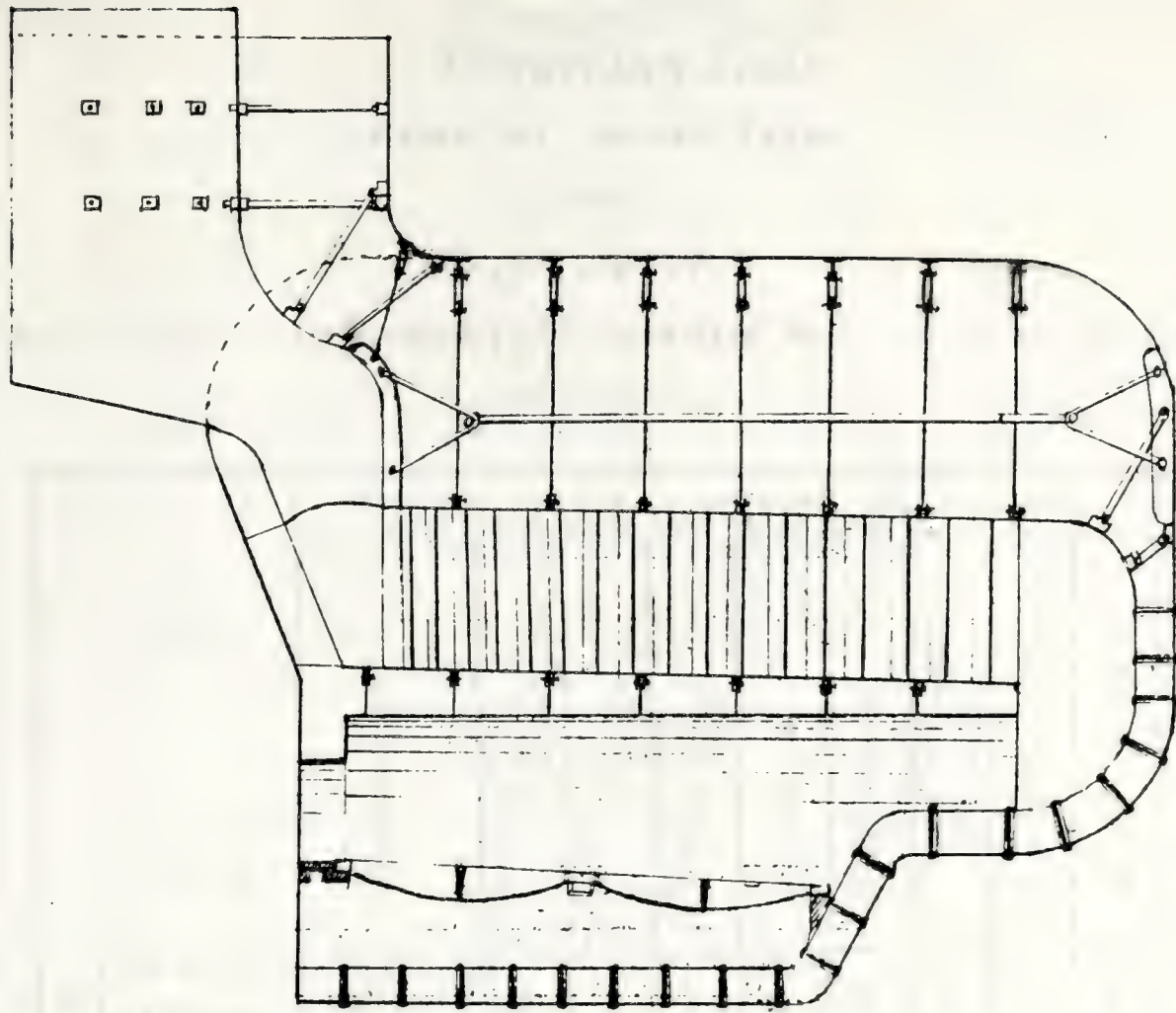






From the sketch book of Thomas M. Dukehart, member of the faculty of the Engineering School, U. S. Naval Academy, Annapolis 1867.





From the sketch book of Thomas M. Dukehart, member of the faculty of the





# Tempering Tools

Color of Oxide-Film,

For

Cast-Steel,

When dipped at a "cherry-red" / about 1200° Fah. / in clean soft water, of  
60° to 80° Fah.

		Tools urged by pressure					By impact			Spring	
		Material,	Turning, Planing, & Shaping	Drills & Bits	Taps & Dies	Reamers	Cold Chisel	Frogging & Hot Chisels	Carbide Tools	Hammers	Spring
0	No Remains as Dipped	Unannealed Steel	0	1	2	2	3	4	2	2	8
1	Light Strawn	Annealed Steel	1	2	2	3	3	5	2	2	7
2	Dark Strawn	Chilled Cast Iron	0	0	—	—	—	—	—	2	—
3	Orange	Low Speed Hard Cast Iron	0	2	3	3	4	2	—	2	—
4	Reddish Purple	Soft Cast Iron	1	3	3	3	5	3	—	2	—
5	Purple	Gun Metal	1	2	3	3	5	5	—	2	—
6	Bluish Purple	Yellow Brass	2	3	3	3	6	6	—	2	Hammered or Drawn
7	Dark-Blue	Softer Composi- tions	3	4	3	3	7	7	—	2	—
8	Light-Blue Bluish	Wrought Iron	3	6	3	3	7	7	4	2	Hammered or Drawn
9	Grey	Copper-	4	6	3	3	7	7	4	2	"
10	Grey soft as when dipped if unannealed	Wood	6	6	—	—	—	—	—	2	—

From the sketch book of Thomas M. Dukehart, member of the faculty of the Engineering School, U. S. Naval Academy, Annapolis 1867.

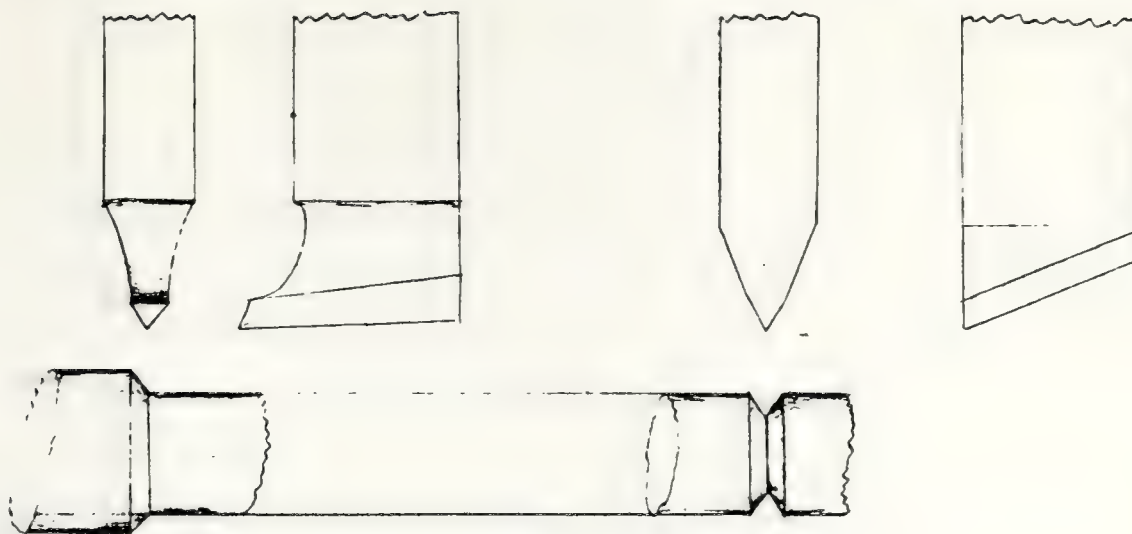




# Diamond Points

Iron

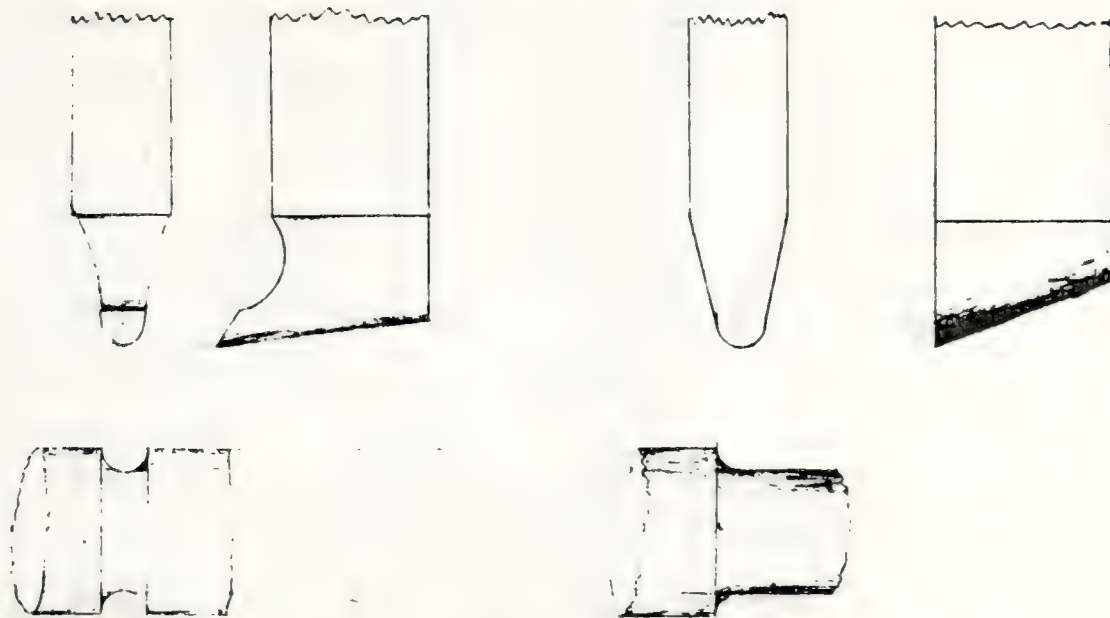
Brass



## Round Nose

Iron

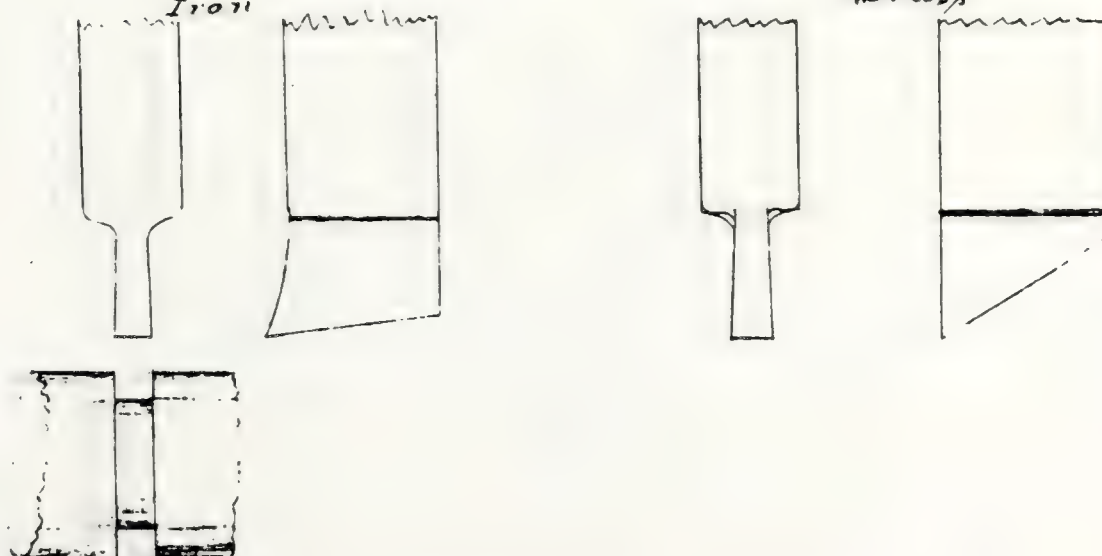
Brass

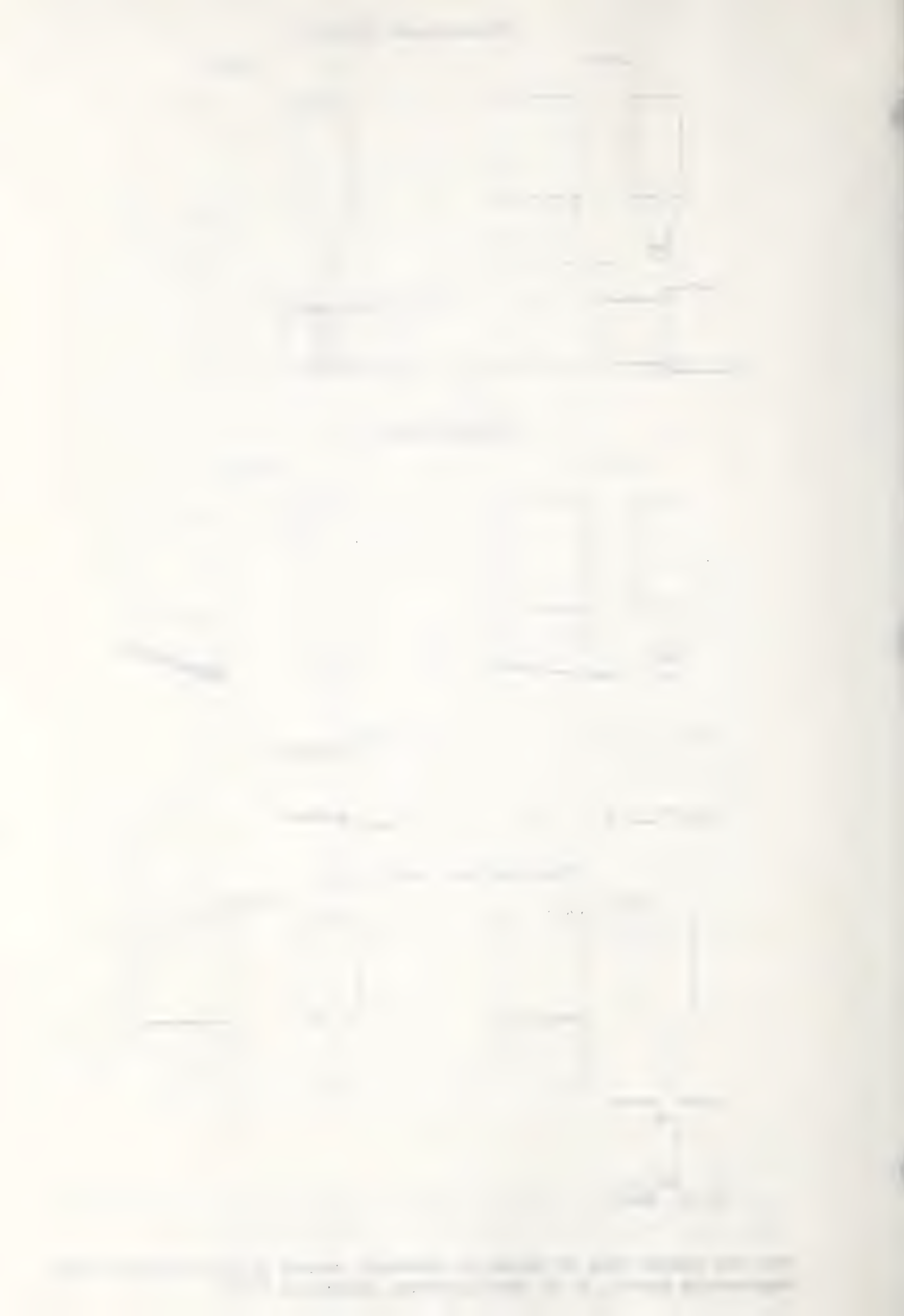


## Pointing or Hooking

Iron

Brass

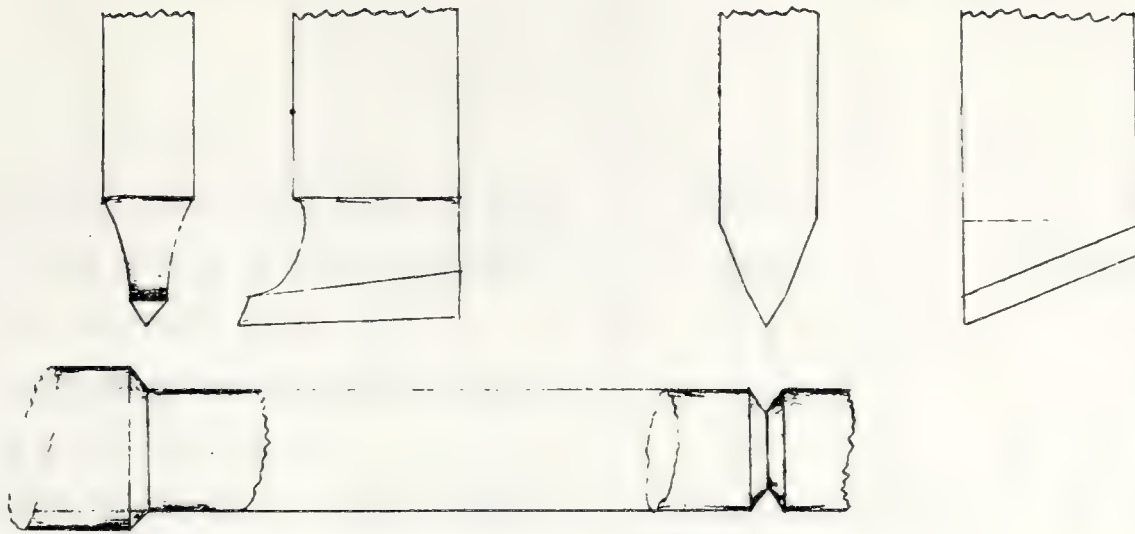




# Diamond Points

*Iron*

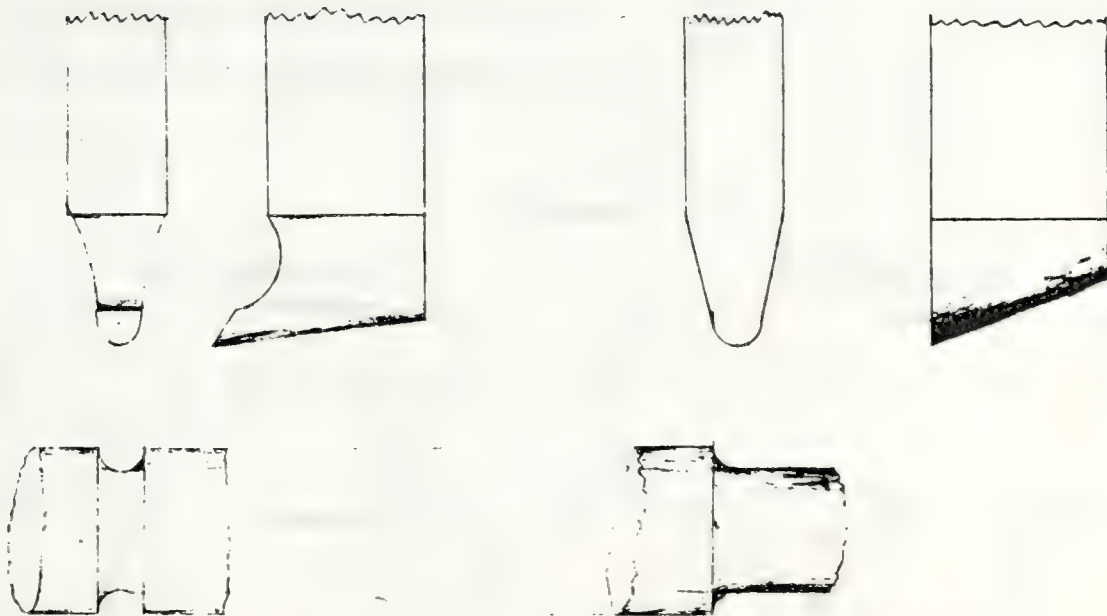
*Brass*



## Round Nose

*Iron*

*Brass*



## Porting or Mocking

*Iron*

*Brass*

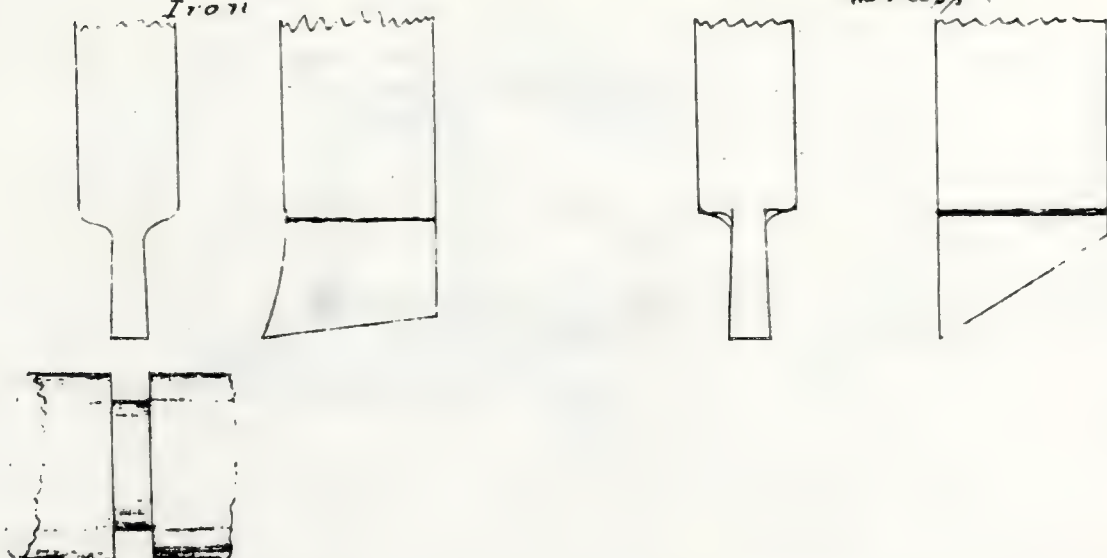






Figure 10.1: Organizational Chart



" $\alpha$ " Angle for clearing, or following face of cutting tool.

With surface cut,

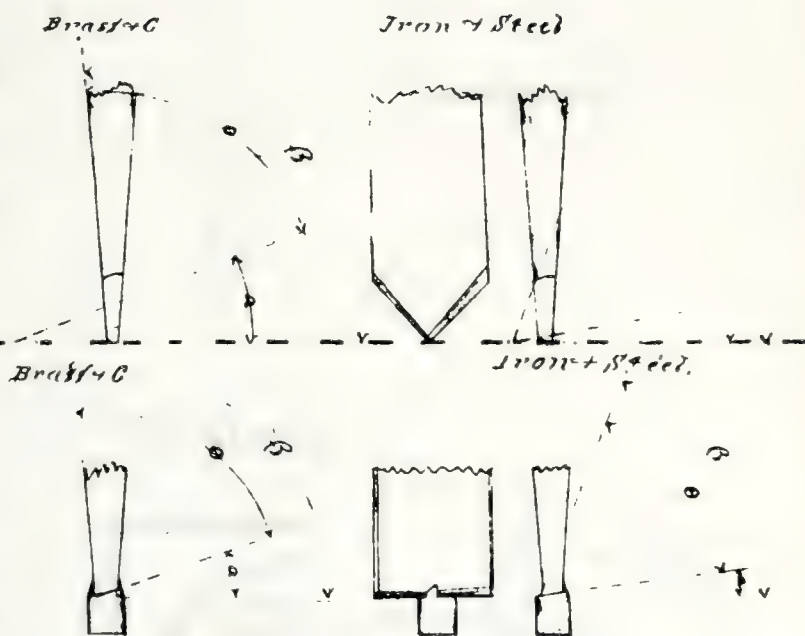
" $\beta$ " Angle of abrading of tool

With surface cut,

" $\theta$ " Solid angle of cutting edge,

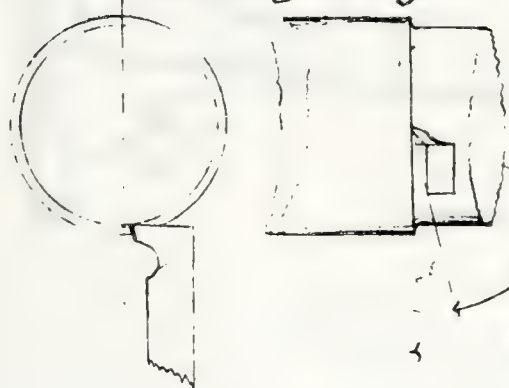
For

	Wrought Iron	Cast Iron	Steel	Brass	Copper
$\alpha =$	$8^{\circ}$ to $10^{\circ}$	$10^{\circ}$ to $15^{\circ}$	$5^{\circ}$ to $8^{\circ}$	$25^{\circ}$ to $30^{\circ}$	$5^{\circ}$ to $8^{\circ}$
$\beta =$	$75^{\circ}$ to $80^{\circ}$	$80^{\circ}$ to $85^{\circ}$	$80^{\circ}$ to $85^{\circ}$	$85^{\circ}$ to $95^{\circ}$	$65^{\circ}$ to $70^{\circ}$
$\theta$	$15^{\circ}$ to $20^{\circ}$	$65^{\circ}$ to $70^{\circ}$	$70^{\circ}$ to $75^{\circ}$	$85^{\circ}$ to $90^{\circ}$	$60^{\circ}$ to $65^{\circ}$

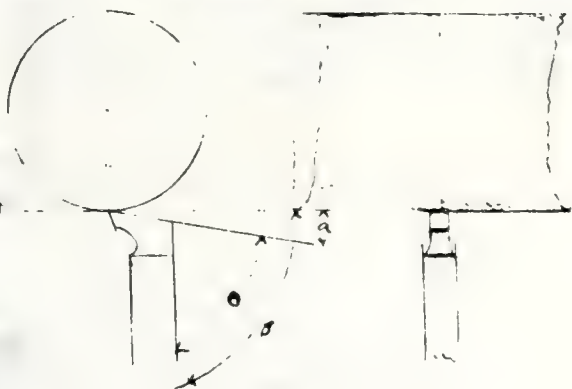


### Turning

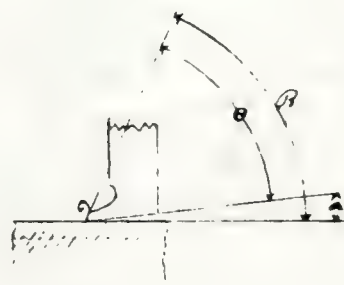
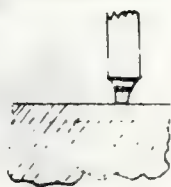
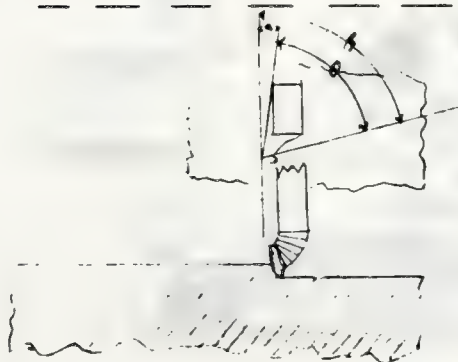
#### Roughing



#### Finishing



### Planing



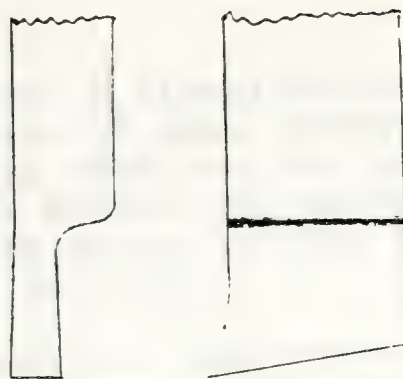
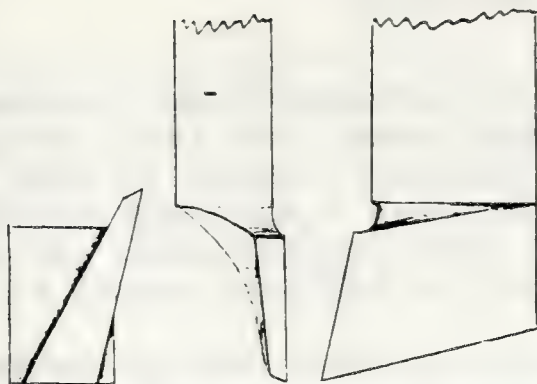




# *Sixteen's' Goods,*

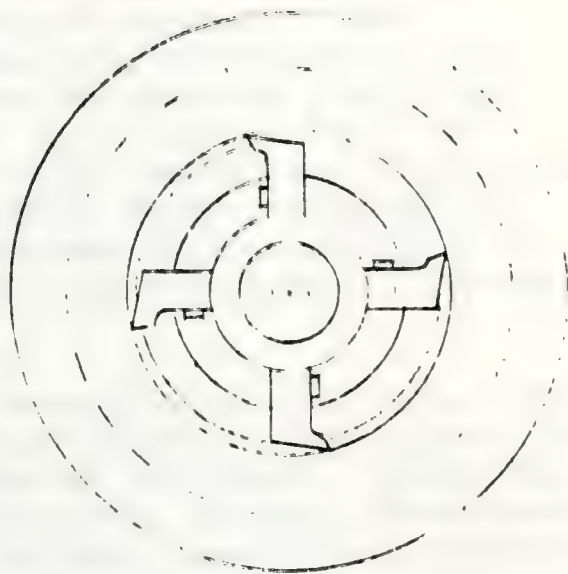
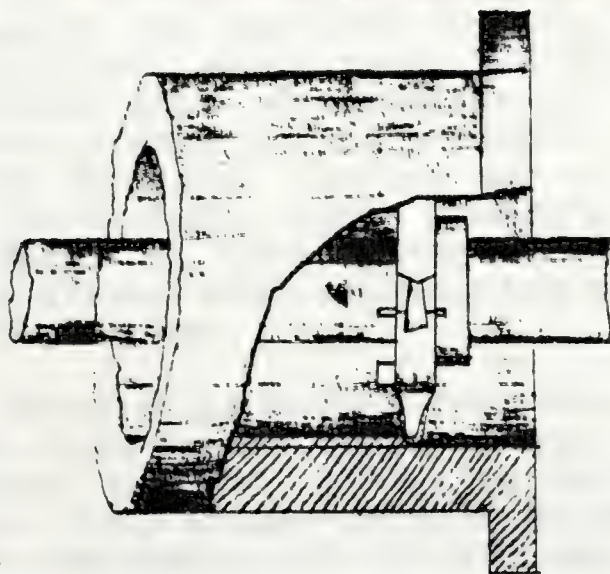
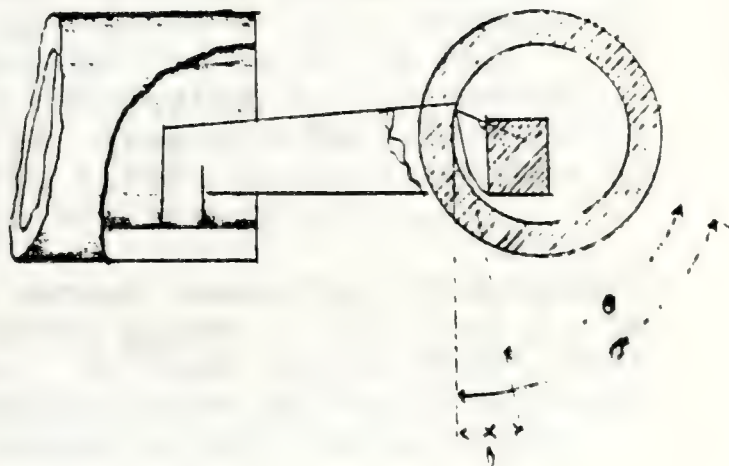
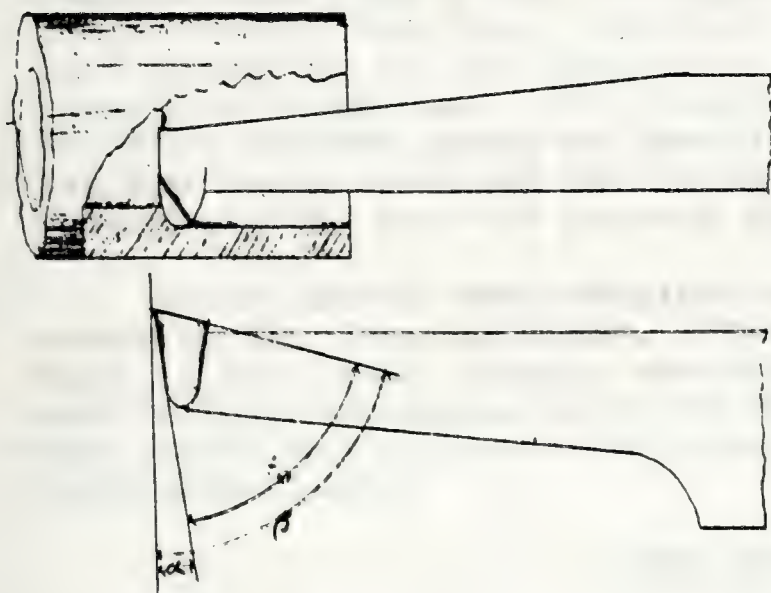
*Iron*

*Brass*



*Thompson's*

*Thompson's*



From the sketch book of Thomas M. Dukehart, member of the faculty of the Engineering School, U. S. Naval Academy, Annapolis 1867.

1. The first part of the paper discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is essential for the proper management of the company's finances and for ensuring that all parties involved are kept up-to-date on the current status of the business.

2. The second part of the paper discusses the importance of maintaining accurate records of all transactions.





## THE DUKEHART FAMILY

John Cox, Sr.

My mother, Mary Rebecca Cox Krebs, was a lineal descendant of John Cock (Cox) who, when eighteen years of age, "imbarqued" from the port of London, England (Sept. 2, 1635) on the good ship "WILLIAM AND JOHN," Rowland Langram, Master, to be transported to St. Christophers (St. Kitts), an island of the British West Indies (first settled by the French in 1625).

Examined by the Minister of Gravesend, all passengers "tooke oaths of allegiance to the British Crown and Supremacie of the Church of England, as per ordered." Coincident with the name of the ship, in addition to John Cock, the ship's passenger list records William Cocks (aged 20). It must be assumed that William and John were brothers and that they greatly enhanced their financial status during residence in the West Indies, as records show both young men migrated from St. Christophers to Cecil County, Maryland - William purchasing a large acreage of land bordering on the Chesapeake Bay at the mouth of the Sassafras River, and John promptly purchasing approximately fourteen hundred acres of land in St. Stephens Parish, bordering the north shore of the Sassafras River, located between the Chesapeake Bay and the present site of Fredericktown.

Later (1682) John obtained a patent conveying five hundred acres on the Bohemia River, afterwards known as Cox Forest, in what is now Cecil County, Maryland. At that period Kent, Cecil and Harford counties, also the western shore of the Chesapeake Bay, north and northwest of Anne Arundel, were included in Baltimore County.

John Cox II

John Cox (great-grandson of John Cox, Sr., the pioneer planter) is recorded as a delegate from Cecil County to the Convention of the Maryland Counties which assembled in Annapolis (1774) and consummated State nullification of the British Stamp Act. Proceedings of the convention (July 26, 1775) mention John Cox as a member of the "Association of Freemen of Maryland. During our war with the Mother Country he enlisted in Captain Joshua George's Cecil County Company of Militia (Aug. 18, 1776) being commissioned Captain (April 21, 1777) and served with distinction with the Continental forces throughout the war.

An interesting report from the Pennsylvania war area quotes a message from Samuel Chase to Governor Johnson, dated York(town), Pa., Friday, Oct. 10, 1777, "re battle of 4th inst. Have just seen Capt. Cox, Acting Brigade Major to Col. Stone. He reported a loss in the battle of 600-700 men killed, wounded and missing. Our Army marched from their camp last Wednesday. On July 5th we were in possession of Fort Island and on that day the enemy withdrew their forces to Billingsport to reinforce Gen. Howe."





## THE DUKEHART FAMILY

## John Murphy Dukehart

Captain John Murphy Dukehart, a great favorite of his brother, Thomas, was named after his maternal grandfather, John Murphy. Born in Baltimore in 1835, he began his career at sea by shipping before the mast when only fourteen years old. At the breaking out of the war between the States he cast his lot with the Confederacy, enlisting as a gunner in the navy.

By a strange quirk of fate, the two brothers fought against each other in three naval engagements.

In March, 1863, the Confederate States contracted with French shipbuilders for four steam corvettes, a war vessel usually with but one tier of guns, ranking next below a frigate in the old sailing navies, and two iron clad ships of war, "plated amidships with heavy strips of iron and fitted at the bow with an iron ram."

John Dukehart was sent to Europe in company with other Confederates to await the completion of these ships, when he would serve as one of the crews.

The United States Minister at Paris prevented the delivery of the boats to the Confederacy, as planned, and they were sold to other nations.

One of the Rams, the "Sphynx," was sold to Denmark, then at war with Prussia, but was delivered to Copenhagen after the war had ceased.

On January 6, 1865, she was transferred to the Confederate States Navy under command of Captain T. J. Page and rechristened the "Stonewall."

On January 24, she clandestinely met the Confederate steamer, "City of Richmond," which delivered the crew that was to man her, John Dukehart receiving his warrant as boatswain aboard the new ship.

Sailing for America she successfully engaged the U. S. Frigate "Niagara" and the Sloop of War "Sacramento" during the run to Havana, which was reached after the war was over.

Returning to Baltimore at the close of the war, Captain Dukehart married Rebecca Mantz, August 29, 1866.

Unable to resist the lure of the sea, after many thrilling experiences in the Confederate Navy, he accepted the command of the passenger steamer "Cuba" of the Baltimore and Havana Steamship Company, being only twenty-eight years old at the time, the youngest captain in the local mercantile service.

The following item, citing an heroic episode, is quoted from

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## THE DUKEHART FAMILY

the Charleston, S. C. "Courier."

"We consider that we perform a public duty in directing attention to the recent occurrence which brought into our port in distress the Baltimore and Havana Steamship "Cuba," Captain Dukehart.

This boat while proceeding on her regular course was run into by an unknown sloop amidships, breaking through the timbers above and below the load line of the ship. Captain Dukehart, in the midst of so serious a catastrophe, enforces discipline in the fire room and forecastle and with his officers, Lowry, Chapman, Montayne, Jackson and Vaughan, calmly went to work to arrest the flow of water into the hold.

Lashed to the ship with ropes these brave men plunge into the ocean and with mattresses, bedding and planks they practically fill the breach in the steamer's side and battered and bruised by the swelling waves they return to the deck for more efficient work. A large number of hogsheads of sugar are taken from the damaged side and stored on deck, by which means the steamer is careened over far enough to keep the broken section out of the water. In this condition she steams 120 miles, reaching our harbor (Charleston) on Monday morning and these brave men save to the Underwriters, Owners and Consignees over \$200,000 of property.

The passengers of the Cuba have united in a card expressing approbation of Captain John M. Dukehart and his crew for the coolness, bravery and efficiency exhibited by them during the collision. The card says: 'Even when hope seemed hopeless and when it appeared inevitable that the ship must be abandoned did Captain Dukehart and his crew exhibit the same indomitable spirit under the distressing circumstances and we feel it but just to say that to this and this alone are we indebted for the safe delivery of the ship.'

The Captain contracted pleurisy and died in New Orleans (December 17, 1872). His fatal illness no doubt had its inception in the above exploit. The remains were brought back to Baltimore and laid to rest in Loudon Park. Rev. A. F. Stryker, rector of St. Barnabas Episcopal Church, a lifelong friend of the family, conducted the services.

Besides his wife he left an only child, Thomas Alise Bain Dukehart, born aboard ship (August 13, 1867) while his parents were cruising in the Caribbean waters.

Meredith Janvier pays the following tribute in his book, "BALTIMORE IN THE EIGHTIES AND NINETIES":

"Bain Dukehart represented the spirit incarnate of his day and generation. He enjoyed a very wide acquaintance and every one in Baltimore's financial district, in its social world and elsewhere, knew and liked him.

THE UNIVERSITY OF CHICAGO

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## THE DUKEHART FAMILY

## Thomas Alise Bain Dukehart

Bain Dukehart's attractive manners and gay spirits were unrivaled, his figure was strong and erect, evidencing an outstanding personality. Bain was a born athlete, designed with a slim waist, broad shoulders, powerful back muscles and sturdy legs. He was particularly fond of boxing in which sport he was unusually proficient. It is well that he possessed a happy disposition and slow to anger, as he was a power-house when aroused.

An expert horseman Bain was never happier than when riding to the hounds or handling the reins of a four-in-hand.

In his early manhood he was associated with the then well known brokerage firm of Thom and Whiteley, located at the corner of Calvert and German Streets (now Redwood). It was quite evident he was not created for confinement within the four walls of an office and soon the call of the great outdoors could no longer be resisted.

In association with his chum Jesse Tyson, Jr., he engaged in a farming venture, probably for the fundamental purpose of pasturing and feeding their beloved horses. It was during this period that the Overland Hunt Club was organized by Baltimore County Sportsmen. Bain Dukehart and Jesse Tyson were charter members.

Both Bain and Jesse were also charter members of the celebrated Paint and Powder Club of Baltimore, during the regime of A. Baldwin Sloan, the composer. Bain, a graceful dancer and clever entertainer, was awarded prominent parts in their pioneer performances.

Meredith Janvier in his Memoirs pays the following tribute to Bain - "No man in Baltimore of his day or since possessed so many real friends nor approximated his standing as beau, wit, and sportsman."

T. A. Bain Dukehart married Mary McCabe of Baltimore. They were without issue. Mary's father Lawrence B. McCabe, in partnership with his brother James F., built the first section of the New York City subway, the B. & O. Railroad's belt line tunnel and the North Avenue bridge spanning Jones Falls, B. & O. Railroad and Pennsylvania Railroad tracks. The first person to cross the finished bridge was Mary McCabe who was a little girl at the time.



# THE UNIVERSITY OF CHICAGO

## DEPARTMENT OF CHEMISTRY

The following is a list of the members of the Department of Chemistry, University of Chicago, who have been elected to the rank of Professor during the year 1954-1955. The names are listed in alphabetical order of their last names.

Dr. [Name] was elected to the rank of Professor in the Department of Chemistry, University of Chicago, on [Date]. He is currently [Position] in the [Department/Institution].

Dr. [Name] was elected to the rank of Professor in the Department of Chemistry, University of Chicago, on [Date]. He is currently [Position] in the [Department/Institution].

Dr. [Name] was elected to the rank of Professor in the Department of Chemistry, University of Chicago, on [Date]. He is currently [Position] in the [Department/Institution].

Dr. [Name] was elected to the rank of Professor in the Department of Chemistry, University of Chicago, on [Date]. He is currently [Position] in the [Department/Institution].

Dr. [Name] was elected to the rank of Professor in the Department of Chemistry, University of Chicago, on [Date]. He is currently [Position] in the [Department/Institution].



# COMPLIMENTARY BANQUET TO Honorable Reverend Johnson

by the Citizens of Baltimore

LEUTAW HOUSE

Wednesday July 15th 1868

## BILL OF FARE.

### SOUPS

*Green Turtle, Tomato.*

*Sherry Wine.*

### FISH.

*Salmon, Lobster Sauce.*

*Broiled Bay Mackerel, a la maitre d'Hotel.*

*Mock Wines*

### COLD ORNAMENTED DISHES.

*Lobster Salad, Chicken Salad, Crab Salad.*

*Buffalo Tongues, Garnished Sugar Cured Ham.*

### BOILED.

*Leg of Mutton, English Style, Spring Turkey, Cyster Sauce  
Capons, Celery Sauce, Braised Pig with stuffed Tomatoes.*

### SIDE DISHES.

*Stewed Terrapins, with Port Wine.*

*Sweet Breads, Pique, Glace aux Champignons.*

*Soft Crabs Fried, Cream Sauce.*

*Filet of Beef, Pique, with French Green Beans.*

*Broiled Squabs, a la maitre d'Hotel.*

*Fried Spring Chickens, Maryland Fashion.*

*Lamb Chops, Sauter, aux Herbes.*

*Filet of Spring Ducks, Orange Sauce.*

*Claret Wines & Champagne.*

### ROAST.

*Porter of Beef, Lamb, Mint Sauce, Spring Turkey.*

*Green Geese, Young Chickens, Ham, Champagne Sauce.*

### GAME.

*Woodcocks, Pheasants.*

### VEGETABLES & RELISHES.

### DESSERT.

*Ice Creams, Water Ices, Charlotte Russe.*

*Cakes, Fruit Jelly, Blanc, Orange, Plum Pudding.*

*Sponge Cake, Pound Cake, Fruit Cake.*

*Assorted Cakes, Roman Punch.*

*Madeira Wine,*

### FRUITS.

*Water Melons, Cantaloupes, Peaches, Pears, Grapes.*

*Raspberries, Nuts, Raisins &c.*

*Cafe a la Francaise,*

### CIGARS.

### CHAMPAGNE WINES.



UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
WASHINGTON, D. C.  
OFFICE OF THE ASSISTANT SECRETARY  
FOR LAND MANAGEMENT  
SALT LAKE CITY, UTAH

TO THE SECRETARY OF THE INTERIOR  
FROM THE ASSISTANT SECRETARY  
FOR LAND MANAGEMENT  
SUBJECT: [Illegible]

[Illegible text block containing several paragraphs of a memorandum or report.]

Very respectfully,  
[Illegible Signature]  
Assistant Secretary for Land Management

[Illegible text at the bottom of the page, possibly a date or reference number.]



## THE DUKEHART FAMILY

## ADELINE McCREA (Mrs. DuBois Egerton) - An Unusual Woman

Adeline McCrea was the eldest daughter of Thompson McCrea and Sophia Rebecca Dukehart.

She was a woman of unusual cultural attainments as evidenced in the following excerpts from "Annals of a Remarkable Salon" by C. W. deLyon Nicholls.

"I went down to Baltimore as a special student of Philosophy at the Johns Hopkins University, about two years after its formal opening with Professor Huxley as its visitant aegis, in 1876. Herbert B. Adams, Ph.D. secured me the entree to what at that time, was the leading salon of the South - the house of Mrs. DuBois Egerton, 132 West Madison Street (old number).

To live at Mrs. DuBois Egerton's during the whole of one's university career, spelled the intellectual vantage ground of a lifetime, besides stamping one in a measure with the imprimatur of exclusive Baltimore society. Professor William James of Harvard, the brother of Henry James, the novelist, told me that no house in Boston or Cambridge or in the United States, for that matter, could boast such a galaxy of talent amid surroundings of such social elegance. More than a dozen German, French and English universities besides as many American ones, were represented by the regular members of the household which was limited to twenty.

During this, the inaugural era of the Johns Hopkins University, Harvard, Yale, the University of Michigan and other seats of learning of like repute, besides several German and English Universities, kindly lent the services of some of the notable professors of their faculties, to go to the Johns Hopkins, to lecture for a month of each year. Daniel Coit Gilman, LL.D., one of the ablest executive minds in the annals of American education, was at that time the president and virtually one of the chief founders of the Johns Hopkins. Each of these intellectual luminaries from the other universities was entertained during his stay in Baltimore, by the Johns Hopkins, at Mrs. DuBois Egerton's."

"Among the personages who participated in the conversations at Mrs. Egerton's, at this period, may be cited James Russell Lowell, Francis J. Child, George Bancroft, Dr. Austin Scott, Josiah Royce, Von Holst the German historian, Sylvester the English mathematician; President Ira Remsen, Simon Newcomb, Herbert B. Adams, Prof. William D. Whitney, Charles R. Lanman, Rev. Philip Maxwell Prescott, Sidney Lanier the Poet and composer of the Centennial Ode; Judge Cooley, Christine Ladd the mathematician (now Mrs. Fabian Franklin); Henry Austin Adams, Miss Emily Harper, Miss Emily Mason, Mrs. Osmond C. Tiffany, Mrs. Chapman Coleman, the daughter of "Compromise Crittenden"; Newell Martin the biologist, Benjamin Ives Gilman, Edward M. Hartwell, Waldo Selden Pratt, Mrs. Doe, A. Duncan Savage, Basil L. Gilersleeve, Charles D. Norris, Professor Roland, Allan Marquand, Dr. Lyman B. Hall, Pres. D. C. Gilman, George

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## THE DUKEHART FAMILY

S. Morris, General Francis Walker of Yale, Professor Gibbs, William G. Farlow the botonist, William James and Professor John Trowbridge of Harvard, Maurice Bloomfield, Dr. Fabian Franklyn, Louis Brevier, Edward Leamington Nichols, Minton Warren, Meredith Janvier, Albert S. Cook, Dean Stanley and other notables."

Fate ordained that tragedy as well as romance should be recorded among the annals of this house. On April 14, 1865, the County was stunned by news of the tragic murder of President Abraham Lincoln, while attending a theatrical performance at Ford's Theatre, Washington.

John Wilkes Booth, the assassin, together with Mrs. Mary E. Surratt and her son, John H. Surratt, who were accredited with membership in the plot, had all been guests of Mrs. Egerton shortly before the assassination and during the excitement incident to the tragedy the house was searched by soldiers in an endeavor to gather some evidence that might connect members of the household with the plot.

Mary Ann Dukehart, daughter of Henri van Arden and Mary Ann Dukehart, was visiting her cousin Adeline at the time and she with the other guests were kept under close surveillance for days. Mrs. Surratt was eventually captured and hung for her alleged participation in the plot. Her son, John, escaped and went to Europe. He returned after the conclusion of hostilities and again took up his residence in Baltimore where he lived a respected citizen until his death.





## THE DUKEHART FAMILY

## Thomas Dukehart Sultzer

Thomas Dukehart Sultzer, son of Sabastian Sultzer and Susanna Dukehart, was born in Baltimore (Feb. 5, 1817). At an early age he entered the composing room of the Baltimore American as a protege of his relative, Thomas Murphy, part owner of the paper, who promised him an interest in the publication if he would diligently attend his duties there. Enticing promises of financial advantages elsewhere lured him from the American and he afterwards engaged in various capacities on New York and Baltimore papers.

At the beginning of the War of the States he occupied an editorial position on the Exchange. During the meeting of the South Carolina Legislature, in which the articles of secession were prepared and enacted, he transcribed in longhand the entire proceedings for the newspapers.

He represented the news agencies at the attack on John Brown's fort at Harpers Ferry and reported the hanging of John Brown.

He accompanied the official party making the first trip of the B. & O. Railroad over the mountains into West Virginia, as news correspondent.

During the latter part of the war he was arrested as a Southern sympathizer at the instigation of General Wool and imprisoned in Fort McHenry, being released upon his promise to discontinue his editorial work during the remainder of the war.

In his later years he was connected with the Baltimore Sun. He died March 17, 1891.

Ref. Baltimore "Sun"  
March 19, 1891.

THE HISTORY OF THE  
CITY OF BOSTON

From the first settlement of the  
English in 1630 to the present time  
the city has grown from a small  
village to a large metropolis.  
The population in 1630 was  
about 100, and in 1800 it was  
about 10,000. In 1850 it was  
about 25,000, and in 1880 it was  
about 50,000. The city has  
grown rapidly since 1850, and  
in 1900 it was about 100,000.  
The city has a large number of  
factories and mills, and a large  
number of ships. The city is  
one of the most important  
ports in the world.

The city has a large number of  
schools, and a large number of  
churches. The city has a large  
number of public buildings, and a  
large number of private buildings.  
The city has a large number of  
streets, and a large number of  
houses. The city has a large  
number of parks, and a large  
number of gardens.

The city has a large number of  
shops, and a large number of  
restaurants. The city has a large  
number of hotels, and a large  
number of clubs.

The city has a large number of  
theaters, and a large number of  
concert halls. The city has a large  
number of libraries, and a large  
number of museums.

The city has a large number of  
hospitals, and a large number of  
clinics. The city has a large  
number of schools, and a large  
number of colleges.

The city has a large number of  
factories, and a large number of  
mills. The city has a large  
number of ships, and a large  
number of boats.

The city has a large number of  
streets, and a large number of  
houses. The city has a large  
number of parks, and a large  
number of gardens.



## GENERATION VI

## THE LATROBE FAMILY

## FERDINAND CLAIBORNE LATROBE

Ferdinand Claiborne Latrobe, son of John H. B. Latrobe and Charlotte Virginia Claiborne, was born in Baltimore (Oct. 14, 1833). He received his early education at the College of St. James in Washington County, afterwards studying law and being admitted to the bar, becoming counsel to the B. & O. Railroad in 1858.

In 1868 he was elected to the Maryland house of delegates. Being returned to the House for the following session, he was chosen speaker. He was first elected Mayor of Baltimore in 1875, eventually serving seven terms of two years each although elected to succeed himself only twice.

His administrations extending intermittantly over a period of thirteen years were characterized by much activity, included in which was the construction work of the permanent water supply from the Gunpowder river which began December 3, 1875. A Topographical Commission was created April 26, 1893; the Court House, electric conduit, water, street paving, Jones Falls improvement, storm water sewer, school house and park loans were created and approved.

In June, 1895, an electrical commission to construct underground wire conduits and an Art Commission to pass on designs of Public buildings, bridges, etc., were created.

Governor Swann appointed him Judge Advocate General. He was one of the incorporators of the American Union Telegraph Co., President of the Consolidated Gas Electric Light and Power Company; a director of the American District Telegraph Company and President of the Park Board.

He married in 1860, Miss Louise Swann, daughter of Thomas Swann, who died in 1865. In 1880 he married Ellen Penrose, the widow of Thomas Swann, Jr.

A monument to Ferdinand C. Latrobe was erected in Broadway Square at Baltimore Street by the City. He died January 13, 1911.

Ref. The Mayors of Baltimore-  
Wm. F. Coyne

THE UNIVERSITY OF CHICAGO  
DIVISION OF THE PHYSICAL SCIENCES  
DEPARTMENT OF CHEMISTRY

TO THE HONORABLE CHAIRMAN OF THE BOARD OF TRUSTEES  
OF THE UNIVERSITY OF CHICAGO  
FROM THE DEPARTMENT OF CHEMISTRY  
SUBJECT: REPORT ON THE PROGRESS OF THE RESEARCHES  
CONDUCTED IN THE DEPARTMENT OF CHEMISTRY  
DURING THE YEAR 1955

The following report summarizes the progress of the researches conducted in the Department of Chemistry during the year 1955. The researches were carried out under the direction of the Department Chairman, Professor [Name], and the assistance of the following faculty members: [List of names].

The researches were carried out in the following areas: [List of research areas]. The results of the researches are summarized in the following sections: [List of sections]. The researches were supported by the following grants: [List of grants].

The researches were carried out in the following laboratories: [List of laboratories]. The results of the researches are summarized in the following sections: [List of sections]. The researches were supported by the following grants: [List of grants].

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## GENERATION VII

## THE DOTTERER FAMILY

## William Woodville Rockhill

Edith Howell Perkins, daughter of Margaretta Warner Dotterer and Julius Deming Perkins, married William Woodville Rockhill, son of Thomas Cadwalader Rockhill, of Philadelphia, and Dorothy Woodville, of Baltimore.

He received his early education in France at the Lycee Bonaparte, later attending the College de France where he specialized in the study of Sanskrit, Chinese, Tibetan and comparative philology.

Entering the Ecole Militaire of St. Cyr in 1871 he was graduated with his class in 1873 and commissioned a sub-lieutenant in the Legion Etrangere in Algeria. Served with his regiment in various parts of the south of the province until 1876, when he resigned and returned to the United States. In 1881 he again went to France to continue his oriental studies.

On April 9, 1884, he was appointed Second Secretary of the U. S. Legation in China by President Arthur. From his earliest years he had been attracted by China and her institutions and while in Pekin began an enthusiastic study of conditions in China, which he continued throughout his life.

President Cleveland promoted him to Secretary of the Legation at Pekin on July 1, 1885, where he remained until August, 1888, serving as charge d'affaires at Seoul Korea from the latter part of 1886 until April, 1887.

During the year 1888, William Rockhill made a journey of exploration into Mongolia and Tibet. On his return to America in 1889, he recorded his experiences in book form titled "The Land of the Lamas."

In 1891, he made a second journey under the auspices of the Smithsonian Institute. He traversed Northern China, the Kokonor region and a large unexplored region of eastern Tibet, surveying over 1700 miles of new country.

On his return, in 1892, he published the results of his explorations - "Diary of a Journey in Mongolia and Tibet" - a comprehensive work valued as an authority in the new field of research.

During April, 1893, he was appointed chief clerk of the Department of State and the following year was promoted to the office of Third Assistant Secretary of State. In 1893 he represented the Department of State on the governing board of control of the World's Columbian Exposition and later was commissioned Chairman of the board by the President.

In 1897 he was appointed U. S. Minister to Greece, Roumania and Servia. From this post he resigned in May, 1899,



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## THE DOTTERER FAMILY

to become director of the International Bureau of American Republics.

During the year 1900 the Boxer troubles were at their height in China. The United States Government was unable to ascertain the real condition of affairs in Peking and there were unverified reports of the massacre of Minister Conger and other foreign representatives.

It was necessary to send immediately to the scene of trouble a man familiar with Chinese character and politics and with diplomatic experience in whom confidence could be placed.

Mr. Rockhill was chosen by President McKinley as the man specifically adapted to the needs of the hour and designated "Special Commissioner to China." His services in the emergency proved the wisdom of the choice.

He remained in China during the long continued negotiations between the Chinese Government and the powers and was largely instrumental in securing, in the signing of the final Protocol, the results desired by the United States in the conservation of the best interests of all concerned. His knowledge of the Chinese language, not generally possessed by other Government representatives, gave him influence with the Chinese and his fluency in the French tongue facilitated intercourse with the various European plenipotentiaries.

In 1905 he was appointed Minister plenipotentiary to China, which post he filled until 1909. In 1908, Mr. Rockhill having already written a standard life of Buddha from Tibetan sources visited the Dalai Lama, the head of the Buddhist religion in Tibet.

He was appointed Ambassador to Russia in 1909 and after two years of service in that country became Ambassador to Turkey, in which post he remained until 1913.

Early in 1914 he was invited by President Yuan Shi-Kai of China, to become his general advisor. This position he accepted, returned to the United States to settle his affairs and was on his return to China when he died in Honolulu on December 8, 1914.

William Woodville Rockhill has been referred to as an excellent example of the "scholar in politics", a student of instinctive refinement with a world wide vision of international affairs.

Numbered among his publications are "Life of Buddha" 1884; "Land of the Lamas" 1892; "Diary of a Journey in Mongolia and Tibet" 1894; "The Journey of Friar William of Rubruck" 1900; "China's Intercourse with Korea from the 15th Century to 1895"; "Diplomatic Audiences at the Court of China"; etc.





## THE DOTTERER FAMILY

He was awarded the Victorian Gold Medal of the Royal Geographical Society in 1893. He received the Charles F. Daly medal of the American Geographical Society in 1909 and in 1914 was made a corresponding member of the Academie des Sciences et Belles.

On December 14, 1876, he married Caroline Tyson of Philadelphia, who died at Athens, Greece, July 17, 1898. They had two children: Dorothy Woodville, who married Joseph Clark Hoppin, whom she divorced and later married Arthur Larkin; and Margaret Adams, who married Gilbert von Schneditz of Austria.

Ref.: The National Cyclopedia of  
American Biography Vol. VIII.

World Today, Vol. B - 1905

The New International Year Book, 1914

The Outlook, Vol. CVIII, 1914

Edited by Edith Perkins Rockhill, 1934.

The first of the year was a very dry one, and the crops were much injured. The weather was very hot, and the crops were much injured. The weather was very hot, and the crops were much injured.

The second of the year was a very wet one, and the crops were much injured. The weather was very cold, and the crops were much injured. The weather was very cold, and the crops were much injured.

The third of the year was a very dry one, and the crops were much injured. The weather was very hot, and the crops were much injured. The weather was very hot, and the crops were much injured.

The fourth of the year was a very wet one, and the crops were much injured. The weather was very cold, and the crops were much injured. The weather was very cold, and the crops were much injured.

The fifth of the year was a very dry one, and the crops were much injured. The weather was very hot, and the crops were much injured. The weather was very hot, and the crops were much injured.

The sixth of the year was a very wet one, and the crops were much injured. The weather was very cold, and the crops were much injured. The weather was very cold, and the crops were much injured.

The seventh of the year was a very dry one, and the crops were much injured. The weather was very hot, and the crops were much injured. The weather was very hot, and the crops were much injured.

The eighth of the year was a very wet one, and the crops were much injured. The weather was very cold, and the crops were much injured. The weather was very cold, and the crops were much injured.

The ninth of the year was a very dry one, and the crops were much injured. The weather was very hot, and the crops were much injured. The weather was very hot, and the crops were much injured.

The tenth of the year was a very wet one, and the crops were much injured. The weather was very cold, and the crops were much injured. The weather was very cold, and the crops were much injured.

## THE DUKEHART FAMILY

## NEWTON DIEHL BAKER II

Secretary of War  
First World War

Newton Diehl Baker II, the second son of Dr. Newton Diehl Baker and Mary Ann Dukehart, was born in Martinsburg, W. Va., December 3, 1871. Dr. Newton Diehl Baker, a prominent physician of Martinsburg, was a native of Shepherdstown, Virginia (now West Virginia). He returned as a freshman from Wittenberg College to find his home folks preparing for the war between the States, which also proved a conflict between the members of the same family. His father who operated a general store and post office in Shepherdstown was a northern sympathizer but the son decided to cast his lot with the Confederacy, serving throughout the war as surgeon attached to "Jeb" Stuart's troop of cavalry. During the last year of the war he was captured and imprisoned at Fort McHenry, Baltimore. While a prisoner at the Fort he met his future wife, Mary Ann Dukehart, an ardent Southern Sympathizer, during one of her visits of ministry to the Confederate prisoners.

Newton D. Baker II, the subject of this sketch, was graduated from the Johns Hopkins University with the B.A. degree in 1892 and in 1894 received his LLB degree at Washington and Lee University.

After a year of post graduate work at Johns Hopkins and his admission to the bar, he accepted the position as private secretary to Postmaster General William L. Wilson during the second administration of President Grover Cleveland. In 1897 he was sent to France as a representative of the United States at the International Postal Congress at Paris.

On the return boat trip he met Martin Foran, a prominent attorney of Cleveland, and this incident was to materially influence his future career.

Two years later Martin Foran invited Newton Baker to come to Cleveland, Ohio, as an associate in his office. Through this association he was brought into an intimate contact with Tom Johnson, at that time Mayor of Cleveland, Ohio, and the outstanding apostle of civic reform.

As an appointee of Mayor Tom Johnson and later by elections he served as City Solicitor of Cleveland from 1902 - 1912. He was Mayor of Cleveland from January 1, 1912, to January 1, 1916.

During the latter part of President Wilson's first term, Lindley M. Garrison, his secretary of War, who was a vigorous advocate of military preparedness, resigned his office when the president rejected his Continental Army plan. Henry Beckenridge, the Assistant Secretary also resigned in sympathy with his chief.





## THE DUKEHART FAMILY

President Wilson selected Newton D. Baker to fill the vacated portfolio of War.

Circumstances and events of the time placed an unjust interpretation upon the qualifications of the new secretary to fill this cabinet office. He was acclaimed a pacifist, as merely an executive of the President's direction, although a newspaper dispatch from Cleveland said of Baker "He is a slim, little man with a fighting jaw and a whimsical eye. He is possessed of a clear analytical mind which has been called one of the most intellectual in the Country."

He entered upon his new duties on March 7, 1916, and on the previous night the Mexican insurgent, Francisco Villa, raided Columbus, New Mexico. On advice of Major General Hugh H. Scott, secretary Baker authorized an expedition into Mexico, commanded by General John J. Pershing, as his first important official order.

The World Conflict, which started in 1914, slowly but definitely enmeshed this country in its involvements. The Germans pursuing a ruthless submarine warfare, sunk the Lusitania, a passenger ship which they claimed also carried contraband of war.

This act, a notable forerunner of similar outrages, seriously strained the hitherto neutral relations between the two countries.

Disregarding all notes of protest and warning from President Wilson, the Germans persisted in their pitiless submarine atrocities and, as a consequence, on February 3, 1917, friendly relations with Germany were severed and on April 2nd, President Wilson declared a State of War existing between the countries.

Secretary Baker anticipating the stupendous task of organizing most expeditiously an armed force of the magnitude demanded by our entry into the war, prepared a comprehensive plan for an army draft which he laid before the President prior to the declaration of war. His plan was adopted and through its functioning within eighteen months an army of more than 4,000,000 men was gathered, trained, clothed, fed and completely equipped with all arms and munitions. Of this number 2,000,000 were transported to the war Zone in France without the loss of a man. This achievement is undoubtedly the most efficient and remarkable war record in history.

Baker selected General Tasker H. Bliss as his Chief of Staff and General John J. Pershing to be the Commander in Chief of the Army. His selection of Pershing was influenced by the latter's very capable management of the Mexican disturbance.

The War Secretary's statement to Pershing before he went to war was characteristic: "I know the impossibility of any military direction from Washington to the Commander in the





## THE DUKEHART FAMILY

field and I therefore give you two orders - one to go to France, the other to return. Your authority in France is supreme. If you make good, the people will forgive most any mistake. If you do not make good they will probably hang us both on the first lamppost they can find."

Under Baker's direction and authority billions of dollars were expended for the building of cantonments, on the cost plus basis, for the purchase of clothing, food, equipment, mobile and heavy artillery, rifles and munitions and altho he and the operation of his office were under constant scrutiny and investigation by political opponents, not one word of scandal was ever substantiated, a truly remarkable record for such a stupendous achievement.

A critical investigation of War Department progress and management was made by the Senate Committee on Military affairs January 28, 1918. Summarizing his replies to their inquiries Baker concluded with the terse remark "what more can we do?" At the conclusion of the investigation, one of the most aggressive members of the investigating committee, Senator Chamberlain, said: -"I know you must be tired - the committee has been very much impressed."

Autobiographies by General Miles and General Pershing, while possibly critical of each other's achievements, both pay substantial tribute to Baker the man and his administration of the war office during the greatest war in history.

At the conclusion of his tenure of office, March 4, 1921, he returned to Cleveland and his law practice.

President Collidge appointed him a member of the Court of International Justice at the Hague, in 1928, and in the same year he was elected President of the Wilson Foundation.

He was appointed a member of the law enforcement commission (Wickersham Commission) in 1929, by President Hoover.

He married Elizabeth Leopold, of Pottstown, Pa., July 5th, 1902; they have three children, Elizabeth "Betty", Newton Diehl, III, "Jack", and Margaret "Peggy."

The following list records his membership in various organizations and societies: 1935:

#### Honorary Degrees

West Virginia University  
Washington and Lee  
University of North Carolina  
Western Reserve University  
Oberlin College  
Wittenberg  
Birmingham-Southern  
Dartmouth





## THE DUKEHART FAMILY

Princeton  
Harvard  
Michigan

Clubs, Fraternities, Etc.

Rotary Club (honorary)  
Cosmos Club - Washington  
City Club - Cleveland  
Mid-Day Club - Cleveland  
University Club - Cleveland  
Country Club - Cleveland  
Cleveland Greys (honorary)  
Army and Navy Club - Washington  
Society of Cincinnati  
Nisi Prius  
Century Club of New York  
Hermit Club

Phi Gamma Delta (New York and Cleveland)  
Phi Delta Phi (honorary)  
Delta Theta Phi  
Phi Beta Kappa (honorary)

Bar Associations

American  
Ohio State  
Cleveland  
New York Assn. of the Bar  
American Judicature Society (Pres.)  
American Law Institute (Member of Council)  
New York County Lawyers Association

Associations, Etc.

American Arbitration Association  
American Society of International Law  
American Society and Political and Social Science  
American Association for Labor Legislation  
American Social Hygiene Association (General Advisory  
Committee)  
American Shakespeare Foundation  
American Council - Institute of Pacific Relations  
(Chairman)  
American Association for Adult Education (Past  
President)  
Army Athletic Association  
American National Red Cross (incorporator)  
American Peace Award Committee of American Peace  
Foundation  
American Historical Association (Chairman of Northern  
Ohio Co.)  
Chamber of Commerce (Advisory Council)  
Council on Foreign Relations (Non-Resident Membership)  
Cleveland Auto Club





## THE DUKEHART FAMILY

Cleveland Society of the Archaeological Institute of  
 America  
 Cleveland Orchestra (Board)  
 Cleveland Association for Adult Education (President)  
 Cleveland Summer Opera Committee  
 Cleveland Association for Criminal Justice (President)  
 Committee on Friendly Relations Among Foreign Students  
 (Advisory Council)  
 Community Fund (Committee on Bequests)  
 Cleveland Safety Council (Advisory Board)  
 Child Guidance Clinic (Trustee)  
 Cleveland American Legion Foundation (Trustee)  
 Foreign Policy Association  
 Foreign Affairs (Board)  
 Friends of Hebrew University  
 Goodrich Social Settlement (Trustee)  
 Hall of Fame (Elector)  
 Johns Hopkins University Alumni Association  
 Dr. John's Camp for Diabetic Children (Trustee)  
 League of Nations Association  
 League for the Organization of Progress  
 Institute of Public Administration (Trustee)  
 Musical Arts Association (Executive Committee)  
 Mount Rushmore National Memorial Society (life member)  
 National Crime Commission (Trustee)  
 National Consumer's League  
 National Society of Penal Information (General Committee)  
 National Conference of Jews and Christians (co-chairman)  
 National Civil Service Reform League  
 Natural History Committee (sponsoring committee)  
 National Educational Survey - Voluntary Appointing  
 Committee  
 National Broadcasting Company (Advisory Council)  
 Northern Ohio Opera Association  
 National Advisory Council on Radio in Education  
 National World Court Committee  
 Ohio Consumers League  
 General John J. Pershing Military Park Association  
 Peoples' Foundation (Board of Governors)  
 Survey Associates (cooperating Membership)  
 National Committee of Calendar Simplification - Sub-  
 Committee on Transportation and Communication  
 (Lake Carrier's Assn.)  
 Social Science Research Council  
 Thomas Jefferson National Memorial Society  
 United Educational Program  
 The United States Society (Advisory Committee)  
 Washington and Lee Alumni Association  
 Welfare Federation  
 World Peace Foundation (Board of Directors)  
 Ypres League in the United States  
 Boy Scouts of America (honorary member of National  
 Council)  
 National Economy League (Advisory Council)  
 National Citizens Committee for Welfare and Relief  
 Mobilization (Chairman)

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry must be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data. The second part of the document provides a detailed breakdown of the financial data for the quarter. It includes a table showing the revenue generated from different sources, as well as the associated costs. The third part of the document discusses the overall performance of the organization and the challenges faced during the period. It highlights the areas where the organization has succeeded and the areas where it needs to improve. The fourth part of the document provides a summary of the key findings and recommendations for the future. It suggests that the organization should focus on improving its operational efficiency and reducing its costs. The fifth part of the document provides a conclusion and a final statement of the author. It reiterates the importance of maintaining accurate records and the need for continuous improvement. The sixth part of the document provides a list of references and sources used in the document. The seventh part of the document provides a list of appendices and additional information. The eighth part of the document provides a list of footnotes and additional information. The ninth part of the document provides a list of glossary terms and definitions. The tenth part of the document provides a list of abbreviations and acronyms. The eleventh part of the document provides a list of symbols and units. The twelfth part of the document provides a list of figures and tables. The thirteenth part of the document provides a list of equations and formulas. The fourteenth part of the document provides a list of diagrams and charts. The fifteenth part of the document provides a list of maps and diagrams. The sixteenth part of the document provides a list of photographs and images. The seventeenth part of the document provides a list of audio and video files. The eighteenth part of the document provides a list of other documents and files. The nineteenth part of the document provides a list of other resources and information. The twentieth part of the document provides a list of other contacts and information.



## THE DUKEHART FAMILY

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 Honorary Member of Ohio Legislative Correspondents

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Carnegie Corporation  
 Twentieth Century Fund  
 Charles Eisenman Award

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Permanent Court of Arbitration at the Hague - Member  
 of American Panel  
 National Commission on Law Observance and Enforcement  
 President's Organization on Unemployment Relief

Political

Democratic County Central Committee  
 Democratic State Central Committee

Awarded Distinguished Service Medal on September 14,  
 1928



## THE DUKEHART FAMILY

Following is copy of letter written to a friend in New York:

May 18, 1926

"Mr. Ralph Hayes,  
New York Community Trust,  
120 Broadway,  
New York, N. Y.

My dear Ralph:-

You have several times asked me to write what, if anything, I know about the rumor which has from time to time been circulated to the effect that I am either in whole or part of Jewish descent. The rumor is unimportant, of course, but interesting as showing how that sort of thing gets started upon no real basis or fact and persists in the whispering galleries apparently because it is there echoed by other people's prejudices.

The facts so far as I know them are simple. On my father's side the Baker connection is English. My father's mother was of German descent, the name Billmeyer, and both the Bakers and the Billmeyers have been in this country since at least as early as 1790, the Bakers living in Maryland and the Billmeyers in West Virginia about across the Potomac River from one another near Shepherdstown. Both families were large and in my boyhood I knew people in both families covering about three generations.

On my mother's side the combination is Irish and German. My mother's father was a German named Dukehart from Wurtemberg and her mother was a Miss Murphy who was brought from Ireland early in the nineteenth century by her widowed mother, her father having been an Irish sea captain who was lost at sea. In my boyhood I knew both the Murphy and the Dukehart connections for three generations but there were not so many of them as there were of either the Bakers or the Billmeyers.

I never knew a member of any of these four families who had the slightest physical appearance of being Jewish and I never heard the suggestion that any of them or their descendants, with the exception of myself was a Jew.

I was born in Martinsburg, West Virginia, in 1871, the third of five children. My father was a physician and I regret to say that both he and my mother had a slight anti-Semitic prejudice although neither of them were strong about it and it appeared to be rather due to the fact that they had never known any Jewish people and their sentiment may rather have been a feeling against strangers whom they did not know than any racial or religious feeling.

The religious persuasions of the several families were as follows: The Bakers and the Billmeyers were all Lutherans, some of them distinguished clergymen in the Lutheran Church.





## THE DUKEHART FAMILY

The Murphys were originally Presbyterians. The native religion of the Dukeharts I do not know but my grandfather and grandmother, after their marriage became Episcopalians through some controversy about infant baptism and I have always regarded the compromise as an admirable adjustment of a controversial question.

Since my college days I have known many delightful Jewish people and have always numbered a lot of them among my cherished friends. With them I have often discussed the question of anti-Semitic prejudice and have as often told them that I thought the Jew, in his zeal for the preservation of the Jews as a distinct and separate people, was as much responsible for the prejudice as the Gentile. I have made addresses in Jewish Temples and in Synagogues, have worked on committees with Jews about Palestinian and other Jewish problems, have worked on questions of important public bearing with Jewish lawyers like Justice Brandeis and Judge Mack and the great Jewish leaders like Stephen Wise, whose enthusiasm and genius have been a blessing to every cause to which they have adhered.

That is the whole story. Its consequences have been highly diverting. A certain newspaper in this country was conducting a sort of anti-Jewish propaganda and seeking to prove that the Jews were running the government of the United States, set me down as one of the examples of disguised Jew Holding an important public position. Young men were employed and sent to interview all of my relatives to discover just how much Jewish blood I had and when they denied I had any, the young gentlemen always expressed great regret that my family knew so little about me. They read the baptismal records in all the churches to which any Baker or any Murphy ever went and they photographed the moulding gravestones in two family cemeteries where my quiet ancestors had their first contact with modern photography. Meantime I have enjoyed the story and Rabbi Morgolies, who must have heard it offered to trade jobs with me and become mayor of Cleveland if I would take over his synagogue as Rabbi. We were about equally qualified for each other's jobs.

Incidentally it may be worthwhile to say that my wife's maiden name was Elizabeth Leopold. Maybe that is where the can got in the bag. The Leopold family is, I believe, Dutch. At any rate it is Quaker and ancient Pennsylvanian. The rest of her family is Price and Streeper, both old English. They were all good Presbyterians and until I captured Mrs. Baker to the extent of her permitting our children to be baptized in the Episcopal Church beyond which, neither she nor I have ever discussed a sectarian difference. So far as I have been able to learn, there is no suggestion of Jewish inheritance on either side of the family.

I will only add one other observation. So nearly as I can balance such matters, I am about as often called a Roman Catholic as I am a Jew. I wish I could find among my ancestors someone who had been a Roman Catholic. Unhappily, however, that



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## THE DUKEHART FAMILY

great church does not appear to have been adhered to by any of my forbears from the time of Martin Luther down.

Affectionately yours

Newton D. Baker (signed)"



## THE DUKEHART FAMILY

## HENRY PAUL TALBOT

Dean of Massachusetts Institute of Technology.  
Pioneer in Physical Chemistry

Henry Paul Talbot, husband of Frances E. Dukehart, was born in Boston, May 15th, 1864. Specializing in Analytical Chemistry, he was graduated from the Massachusetts Institute of Technology in 1885 with the degree of B. S. and for several years thereafter served the Institute as instructor in that subject.

In 1890 he received his Ph.D. degree from Leipzig University majoring in Organic Chemistry including the concept of the new physical chemistry, then gaining prominence.

Returning to the Institute he was appointed assistant professor, succeeding to a full professorship in 1898 and for the twenty years following was head of the Department of Chemistry.

His pioneer work at the Institute of Technology in Organic Chemistry - which treats of the effects of temperature, pressure, time and factors which control chemical processes, especially the treatment of conditions under which substances react to produce other substances, the means of influencing the rates and of changing the final yields or the character and purity of the products, - accomplished conspicuous results in industrial development.

Notably are recorded the development by the General Electric Co. of the nitrogen lamp, Collidge tube, the diffusion pump and many electrical devices used in radio telephones.

The Union Carbide and Carbon Company developed Prestone (Ethylene Glycol) butanol, Triethanol amine, non-freezing dynamite (dinitro ethylene glycol) and over forty chemicals used in the textile industry.

The DuPont Company developed sulphonated lauryl, Duco, dyes, synthetic rubber, synthetic camphor, etc.

Proctor and Gamble Company through development of high pressure catalytic hydrogenation of vegetable oils created onestra tristearin and other organic chemicals.

The Standard Oil Company perfected the control of cracking crude oil through the application of physical chemistry to the refining processes.

Dr. Talbot was chairman of the faculty from 1919 to 1921 and chairman of the Administrative Committee of the Institute for several years following the death of President MacLaurin, afterwards being Dean of the Institute until his death.

His national activities in the field of Chemistry included membership in the Council of American Chemical Society from





## THE DUKEHART FAMILY

1898 - 1927, serving also as one of the directors, associate editor of the Journal of the American Chemical Society.

During the World War 1916 - 1918 he was a member of the advisory boards of the U. S. Bureau of Mines and War Department, actively supervising the work on war gases. In 1921 he received the honorary degree of D. Sc. from Dartmouth College.

He was the author of a widely used textbook "Quantitative Analysis" and "The Electrolytic Dissociation Theory."





THE DUKEHART FAMILY  
James Page  
Pioneer Aeroplane Engineer

James Page, second husband of Frances E. Dukehart (married October 27, 1934) was born in Baltimore (October 21, 1864). His father, Arthur Page, a native of London, England, migrated to Baltimore when a young man. His mother, Mary J. Campbell, was of Scotch ancestry.

Young Page received his early education in Baltimore schools, graduating from Johns Hopkins University (June 1882) before he had reached his eighteenth birthday. Shortly thereafter he took a post-graduate course at the Massachusetts Institute of Technology, receiving a master's degree in advanced mathematics.

Following his graduation from Tech., Page engaged in consulting work embracing advanced mathematics, particularly as relating to meteorology, geodesy and aerodynamics.

It was during this period that Professor Samuel Pierpont Langley, in charge of the Alleghany Astronomical Observatory attached to Western University, developed his conception of a mechanical flying machine and engaged James Page to translate his theories into mathematical formula.

Evidencing indomitable patience the development proceeded by tests and rejections, designing and redesigning, to accommodate material stress limitations against air currents and their forces as mathematically established.

To James Page, the prodigious mathematician, must be accredited a share in the glory of Langley's eventual accomplishment.

Professor Langley sought various methods to bring birds on the wing within focus of the Observatory telescope but even when successful in spotting his objective, the observation was only of momentary duration permitting scant opportunity to gain information of value in developing the theory of mechanical flying.

Later the Professor developed special cameras, equipped with telescopic lens. They were located in separated positions that multiple pictures of the same bird might record various stages of sustained flight and propulsion. Pictures were snapped by a mechanical contrivance attached to the Professor's shoulder.

Page accompanied Professor Langley to Washington when the latter was appointed secretary of the Smithsonian Institution (1887).

During his connection with the Smithsonian, Langley made an exhaustive study of the great American birds, among others the North





American Condor (now extinct) Albatros, Eagle and Buzzard, endeavoring to gain from analysis and measurements of natures' design some clue to guide his plans for a mechanical method of sustaining flight.

The primitive stage in the development of the internal combustion engine proved an added impediment in Langley's promotion of his aeronautical plans necessitating complete redesigning to decrease weight, to increase speed and power.

Langley aided by his skilled mechanical assistant, Charles M. Manly, designed and built a series of model "aerodromes" (from the Greek "air-runner"). Aerodrome #5 was built with tandem monoplane wings, spanning 13 feet 11 inches, total weight 26 pounds. It was powered by a 1 H.P. Engine driving twin propellers.

The #5 model, unmanned, was launched from a catapult mounted on the top of a house boat (May 6, 1896). It flew forward over the Potomac river in steady flight, gained altitude, described three large circles, covering a flight of half a mile, remaining in the air a minute and a half. When fuel was exhausted it descended gently to the water. SUSTAINED MECHANICAL FLIGHT WAS THUS ACCOMPLISHED FOR THE FIRST TIME IN HISTORY.

In 1903 Langley completed a tandem monoplane "Aerodrome", of man carrying proportions. It was designed with a skeleton fuselage 52'-5" in length. The wing structure, having a span of 48'-5", was of wood covered with an uncoated heavy percale material.

A radial type, 5 cylinder - 4 cycle water cooled gasoline motor of nickel alloy, driving 2 dual bladed propellers was designed especially to power the 1903 plane. It was constructed in the shops of the Smithsonian Institution by Charles M. Manly under direction of Professor Langley.

Detail parts and valuable features of a rotary engine by Stephen M. Balzer, built under contract and purchased by the Smithsonian, were incorporated in the new power unit.

Completed (December 1901) the new engine was subjected to 3-ten hour tests (January 1902) with a prony brake, developing 52.4 B.H.P. at 950 R.P.M.

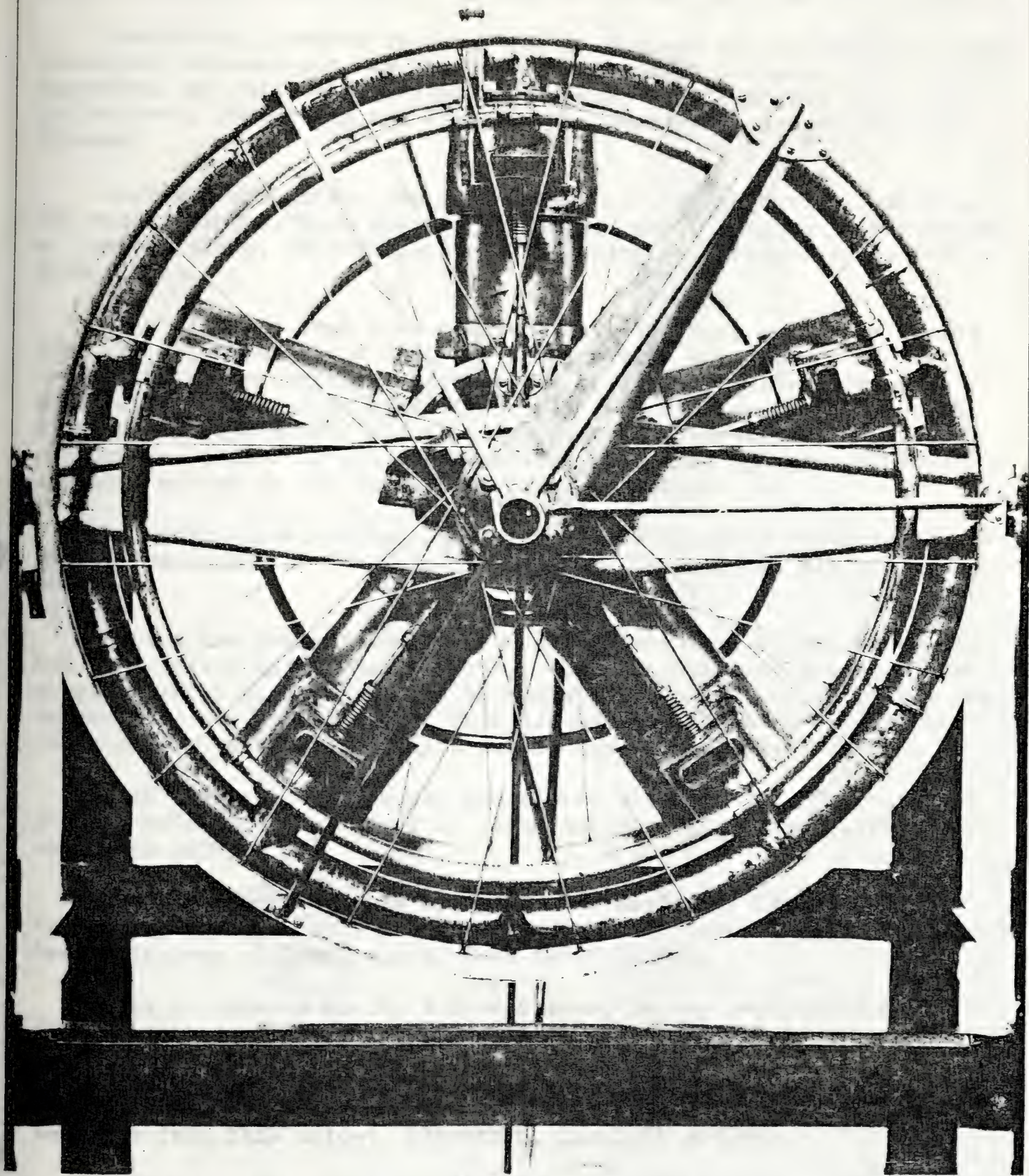
Established weight of engine 124.2 pounds (2.8 pounds @ H.P.) weight of power unit, including 20 pounds of cooling water, fly wheels, batteries and accessories 207.4 pounds (3.96 pounds @ H.P.). Total weight of plane, including power unit approximately 600 pounds.

The first flying test of the large aerodrome was arranged for October 7, 1903. It was erected on the rear of a catapult track, located on the top of a large house boat, anchored off Quantico,









Radial type 5 cylinder, 4 cycle, 52 H.P., water cooled gasoline motor of Langley Aerodrome (1903)







Virginia, in the Potomac River. Langley selected his assistant, Charles Manly as test pilot. (Weight of plane and pilot 750 pounds.)

Everything appeared to be properly adjusted as the Catapult mechanism was released but, as the large craft swept forward, a pin on the launching car failed to release as planned; the front guy post was pulled back, distorting the wing and the aerodrome plunged into the Potomac.

Eleven years later, the pioneer aviator, Glenn Curtis, after a few minor changes, made several successful short flights in the original Langley plane, without catapult launching, at Hammondsport, New York (1914).

In a fireside chat with Jim Page several years before he passed away, he volunteered the definite opinion that any failure of the Langley plane to function could be due to Langley's persistence in his theory that a properly designed plane should readily "take-off" without any experienced aid from the pilot. Accordingly, he made no personal effort to acquire knowledge of how to manage control of a plane, either in the take-off or when in flight.

In contra-distinction, the Wright Brothers early in their developments realized the absolute necessity of learning to fly their machine.

During the years from 1889 to 1895, James Page was a member of the U. S. Coast and Geodetic Survey, the International Boundary Commission, which established the boundary between the United States and Mexico, and the International Boundary Commission which established the boundary between the United States and British America.

From 1895 to 1905, he was associated with the U.S. Hydrographic Office, being Division Chief of Ocean Meteorology of the Weather Bureau (1905-1907).

The Government of Cuba appointed him Assistant Engineer of Public Works (1907-1908) and Chief Engineer of Water Supply and Sewage Systems of Cienfuegos, Cuba (1908-1912).

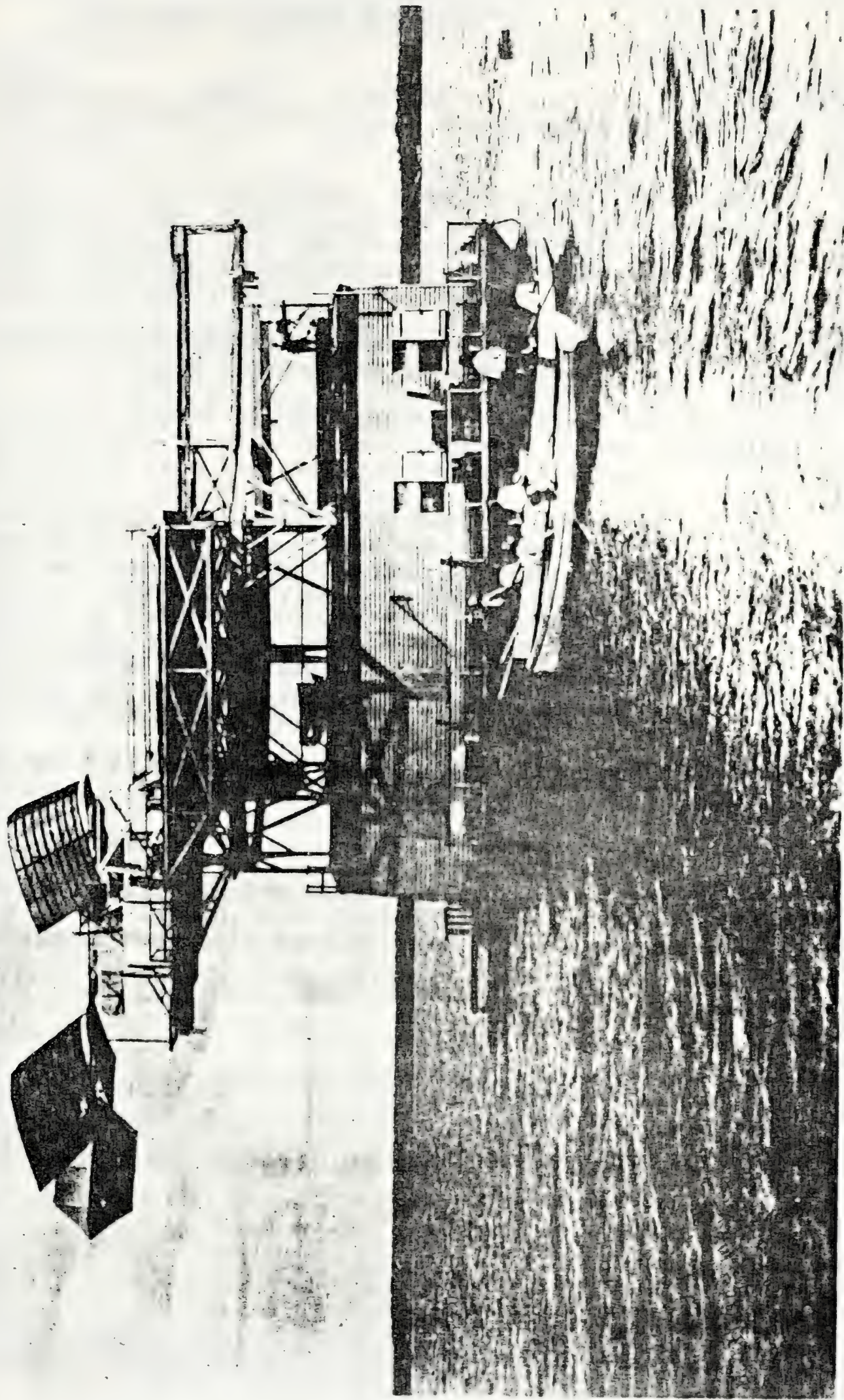
Upon his return to the United States, he was associated with the Port Authority of the City of New York.

James Page's first wife was Clara Wood Merriman, of Laurence Park, New York, whom he married June 10, 1903. There were three children from this union: Elizabeth, Harriett and Guy.

He passed away September 11, 1944, being laid to rest in Greenmount Cemetery, Baltimore.







Langley's large Aerodrome mounted on house boat Catapult prepared for test Oct. 7, 1903





## THE DUKEHART FAMILY

## HENRIETTA HARRIET DUKEHART

Henrietta Harriet Dukehart, daughter of Henry Dukehart and Elizabeth Maria Dotterer, married Jacob Wichelhausen of New York City (May 14, 1818).

Their daughter, Elizabeth Anne, became the wife of Jacob Frederick Wilckens. The oldest daughter of the latter couple, Henrietta Maria Wilckens, wed Carl Franz Ackerman (February 7, 1860). Another daughter, Elizabeth Anna Wilckens, married DeWitt Clinton Weld, Sr. (September 21, 1865).

Thus, Henry and Henrietta Harriet Dukehart became the progenitors of our family connections in New York.

A photostatic copy of the illuminated baptismal panel dedicated to Henrietta Harriet Dukehart appears on the following page. A translation from the original German follows:

"Harriet, a legitimate child, was born of Christian parents in the year of our Lord one thousand seven hundred and ninety-two on the 18th of June, in the City of Baltimore in Maryland, in Market Street. Her Father is Heinrich Duchart and her mother is Elizabeth, who saw to it that she was christened July 8th of the above-mentioned year, at which time her father and mother stood as witnesses and gave her the name of Harriet.

The blood of Jesus Christ, son of God, cleanses us from all sin. Amen."

NOTE: The original illuminated panel in colors was presented to the author by his cousin, Gen. DeWitt C. Weld, of New York, a great-grandson of Henrietta Harriet Dukehart.

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Härreeth Ein Chliches Kind ist  
 Geboren von Christlichen Eldern  
 Ihm Jahr unssers Herrn Ein tausent  
 Sieben hundert Zwei und Neunzig den  
 Vierzehnten Junij in der Stadt Baskemoer  
 in merland. in der markt Strasse ihr Vatter  
 ist Heinrich duchart und ihre Mutter. ist Elsa-  
 beth welche Auch Versorgen dass es zur hei-  
 ligen Tauff Gebracht worde den Achten Ju-  
 lius ihm oben Gemelteten Jahr in welcher Zeit  
 Aug ihr Vatter und Mutter Als Tauffs Gezeigen  
 Stunden und ihr den Namen Herreeth bey  
 Gelegt. Haben.

Das Blut Jesu Cristi & Sohnes Gottes  
 macht uns rein von Allen Sünden

Amaz



THE HISTORY OF THE  
REIGN OF  
HENRY THE SEVENTH  
OF ENGLAND  
BY  
JAMES HALLAM  
ESQ.  
OF LINCOLN'S INN  
IN TWO VOLUMES  
VOL. I.  
LONDON:  
PRINTED BY J. JOHNSON, ST. PAUL'S CHURCH-YARD, 1795.

Printed by J. JOHNSON, ST. PAUL'S CHURCH-YARD, 1795.

## GENERATION VII

## THE DUKEHART FAMILY

## DEWITT CLINTON WELD

Brigadier General U. S. F. A.

DeWitt Clinton Weld, eldest son of DeWitt Clinton Weld and Elizabeth Anna Wilckens, grand daughter of Henrietta Harriet Dukehart, was born July 18th, 1868. At the early age of 18, on March 8, 1887, he enlisted in Company A, 23rd Infantry, New York National Guard, of Brooklyn, N. Y.

Passing through the non-commission grades of Corporal, Sergeant and First Sergeant he was commissioned Second Lieutenant November 16, 1892, being promoted to First Lieutenant February 3, 1896, which rank he held until he resigned from the Guard September 18, 1902.

Unable to resist the call of army life he enrolled as Captain of the 2nd Field Artillery, New York National Guard in 1912 and was commissioned Major of the same outfit in 1916.

He accompanied his command to the Mexican border, during the troubles with that Country.

In October, 1917, while a student at Fort Sill, Oklahoma, in the First War Class he was commissioned Lieutenant Colonel.

When war was declared with Germany the 2nd Field Artillery was incorporated into the 105th. He went overseas with this outfit as regimental Commander, the commission of Colonel being held open, pending his ability to merit the rank in actual warfare.

The first engagement of his command was on September 25th, 1918. The Commanding General of the Division summoned his artillery commanders in the late afternoon. They were impressed with the undoubted fact that success or failure of the day depended upon them.

An offensive of American heavy artillery began suddenly at 11:30 on the night of September 25th and was maintained incessantly. At 5:30 A.M. began a destructive curtain of fire directed against the German trenches and continuing for 45 minutes when the infantry went over the top.

By noon of the same day the American forces had gained their objective seven miles nearer the German border.

Two days after the battle Weld was handed an order making him a full Colonel of Artillery, U. S. Army.

Later in October the American advance had been halted. Hill 378, also known as Borne de Cornouiller, was the objective of Weld's command attached to the 79th Division. It was a key position which had to be taken to enable the American Troops on





## THE DUKEHART FAMILY

the Northwest to advance. The 29th and 26th Divisions had previously failed in gaining the Hill, likewise, General Eben Johnson had twice failed with his brigade to achieve the same objective.

Knowing the methodical mind of the Germans, Colonel Weld suggested a surprise artillery attack followed by a quick infantry charge, which was successful.

On a previous occasion, the American advance was halted at a town called Brielles by some strongly held concrete defenses known as the Teton-trench system and Colonel Weld received the most unusual order to advance an entire Battalion of his Artillery (12 guns) to the Infantry front line. Protest was in vain and due to their vulnerability, he metaphorically kissed them goodbye. Strangely enough this show of strength and unique gesture was successful and the Germans retired, enabling the entire 1st American Army to advance and the troops of the Artillery Battalion to return to their station safely and with but few casualties.

Years afterward, Weld was seated at table next to Lt. Gen. Robert L. Bullard and detailed the circumstances, remarking that he "would like to know who issued such a fool order" whereupon Bullard, much to his confusion replied "I did" and hastily relieved the embarrassment by saying that he was glad to talk to the officer who successfully carried out this order and said, incidentally that that success promoted him (Bullard) to be Lieutenant General in command of the 1st Army and also contributed to the promotion of two Major Generals to Corps Commanders.

Colonel Weld was decorated with the Distinguished Service Medal for success in this engagement and cited for the successful direction of his units in support of the 158th Infantry Brigade in operations north of Verdun, November 4th to 11th, 1918. On his return to New York at the close of the war he was decorated with the Conspicuous Service Cross of New York State with three crosses (three citations), the Victory Medal with three bronze and two silver stars. He was awarded the French Legion of Honor.

In January, 1920, Colonel Weld was made Brigadier General and placed in command of the reorganized 52nd Field Artillery Brigade.

As a mark of unusual distinction General Weld was elected to the Executive Council of the United States Field Artillery Association, only two National Guard Officers from the entire United States being permitted to serve on this board.

Ref.: New York Newspaper Accounts.

THE UNIVERSITY OF CHICAGO  
DEPARTMENT OF CHEMISTRY  
1155 EAST 58TH STREET  
CHICAGO, ILLINOIS 60637

TO: THE DIRECTOR, NATIONAL BUREAU OF STANDARDS  
WASHINGTON, D.C. 20535

FROM: DR. J. H. DUNN, JR.  
DEPARTMENT OF CHEMISTRY  
UNIVERSITY OF CHICAGO  
CHICAGO, ILLINOIS 60637

SUBJECT: *1,2-Dichloroethane*  
CAS NO. 107-06-2  
MW. 98.96  
Boiling Point: 83.5°C  
Density: 1.25 g/cm<sup>3</sup>

Reference: J. H. Dunn, Jr., *Journal of Research of the National Bureau of Standards*, **70A**, 1155 (1966).

Comments: This compound is a colorless, odorless liquid. It is used as a solvent in the synthesis of various organic compounds. It is also used in the production of vinyl chloride and other polymers.

Physical and chemical properties of *1,2-dichloroethane* are given in the following table:

Property	Value
Boiling Point	83.5°C
Density	1.25 g/cm <sup>3</sup>
Refractive Index	1.424
Viscosity	0.35 cP
Flash Point	16°C
Freezing Point	-105°C

Prepared by: J. H. Dunn, Jr.  
Date: 1966

Approved by: [Signature]  
Title: [Title]



## THE DUKEHART FAMILY

Personal letter from DeWitt Clinton Weld to his folkes at home.

Somewhere in France,  
October 1, 1918.

There is a temporary lull in the battle and here in my dugout 8' x 9' as I sit at a table made of box boards on a bench built of a couple of trench boards, by the light of a candle I have a moment to pen a line home.

Outside the air is crisp with the snap of fall and the whiz bangs and Archies and Jack Johnsons are apparently asleep, but when I am trying to sleep they will surely wake up in the wee small hours and bark out their sinister music.

When our rather short training period was over we were hastily entrained and on the funny little French cars with a high pitched shrieking engine rolled off - North - orders read "vicinity of -----", and when we detrained it was in a strange looking land, peaceful enough as to natural landscape, but an active bustling roadful of military of all kinds. That night without lights, with rumbling caissons, guns and wagon train and the pad of the horses hoofs, the long column wound its way snake-like along the back roads assigned for our route, while the motor supply trains chugged on in an endless procession on the main highways. To add to the discomfort it was raining and the road was a slippery mass and as the country is rolling, it was the frequent thing to command "cannoneers at the wheels" and up the hill they'd go, horses tugging, men straining at the spokes and pushing. Sometimes a bad case would require a picket rope and a long line to get it out, but on must go the column just the same. Just before dawn we pulled into the tiny villages to serve as our day stop and under sheds, tucked away under trees in orchards, and camouflaged next to half ruined walls, the tired horses fed. Somewhere in a sheltered spot the Regiment halted and hid for the day. None too soon, for in the first light of the breaking day a few dark shapes like giant birds of prey could be seen circling about eager to see and report such signs of military activity as their keen eyes could discover. We knew the peculiar intermittent whir of the Hun engine and soon could even make out the black cross of the barbarian. Again nightfull - and again the night march, this time ending at dawn in a muddy wood where on a chance a Hun bombing squadron seemed to welcome us by an ineffective release of some fifteen large bombs, which though missing the mark, made a terrific roar and an awe inspiring view of forty foot sheets of flame and smoke with each explosion. Another night and the firing batteries pulled into their positions, relieving the French who had held them so gallantly, and the quiet sector became American and active. For a week or ten days artillery duels, infantry raids and bombing parties measured each adversary and we had received our baptism of fire - a few, alas, their





## THE DUKEHART FAMILY

last. Then orders came, positions were changed, troops poured in at night, the roads were choked with unending trains of artillery, infantry and supplies going in all directions - yet at daybreak only an occasional horseman or a single wagon or a small group of men could be seen.

Here, there and everywhere under camouflage men sweated and toiled at the gun pits and trenches, linesmen ran telephone wires, centrals were opened and out of the apparent disorder appeared a vast connected net work, co-ordinated and controlled, each small human a cog in the big machine ready to be set in motion. Rumors of impending attack began to circulate - the enemy were ceaseless in their prying into our secrets and daily the air was alive with planes and balloons attacking and being attacked as they sought to gain or prevent information. Nightly, intelligence reports of discoveries of enemy activity and position disclosed by those active eyes of the army would be laid before each commander, and maps of located enemy works, disposition of troops, etc., would get to the tables for study. Suddenly, the order for attack with minute details for every contingency came in. Then the Artillery Commander made his plans against the D day and the H hour and barrage tables were figured and plotted - each carefully checked and prepared. On September 25th the Commanding General of the Division summoned his artillery commanders in the late afternoon, and hurrying down there to his Command Post a few miles to the rear in his more or less contracted quarters gathered all of us on whom the responsibility of success or failure lay, and impressively he said, "Gentlemen, I am now about to tell you what by orders must not be written. The D day is the 26th and the H hour 5:30 A.M. I expect you to be ready and able to carry the action to a successful end." A few more details and we separated. Then the hurried final hard work to finish that inevitably last thing and we lay down for a few hours rest. At 11 P.M. I was awakened as arranged and went out into the mild night air, a peaceful calm, a beautiful moon flooding the sky with silver. An occasional spit of fire from the enemy hills, then a burst in our lines and the missile rent earth and trees in its fall. No reply from our guns - absolute silence. Suddenly at 11:30 P.M. far in our rear and all along the lines east and west as far as I could see, white flashes and dull roars of the heavy 340's, 220's and 155's announced the first stage of the impending battle, incessantly they roared, and then without warning at 2:30 A.M. an added angry and sharper chorus of Corps batteries of 155 long and 105's joined in with their allotments. The Boche batteries had long ago ceased, too bewildered and strafed to go on, and so the increasing chorus went on till 5:30 A.M. when, with a perfect screech and ear splitting crack, the Divisional Artillery 75's and 155's dropped their destructive curtain of fire on the enemy trenches and for 45 minutes made a veritable cataract upon the surprised foe, then it lifted and creeping steadily on up the slopes, progressing forward slowly across the allotted area - closely followed by the infantry with sharpened bayonets and eager drawn faces catching the discomfited Heines at the doors of their dugouts, dispatching those who showed fight or gathering in those who with hands aloft,





## THE DUKEHART FAMILY

and crazed terror-stricken faces ran out of the thick woods mumbling strange words or uttering strange half animal sounds in their semi-delirium. For over five hours this went on, nature aiding by shrouding the scene in a thick pall of smoke and fog. At noon peace reigned in our sector, the last spiteful Hun machine gun was silenced, all objectives had been gained, and we had dug deep into the German lines and were holding and organizing the new front seven miles nearer the German border. I could fill in many a detail with sidelights but it suffices that so hurried was the flight of the enemy that whole batteries of both heavy and light artillery fell into our hands unharmed, over 1000 prisoners and millions of dollars of property. The papers are full of the rest of the big battle front, but this was my view of my first big battle, pieced out from my information service out with the infantry reporting to me by phone, by signal and by marking off our program on the map in front of me, reading the messages, taking reports and giving necessary orders.

Two days after the first day's action, as I was moving my batteries forward to closer range, I was handed the order making me a full Colonel of Artillery in the United States Army and immediately sworn in. It appears that I had been recommended in June, but G.H.Q. sent word to put me in command as a test and if during the training and at the front I proved satisfactory, the recommendation should be renewed. I therefore doubly prize my promotion for I must have made good. Anyway, the Division Commander commended the artillery work.

Personal letter from DeWitt Clinton Weld to his folks at home.

12th November, 1918.

Still partially underground, cramped under a curved iron roof permitting a man of my height to stand upright along its central axis, bending over my map board, which does duty as an orientation table, dining table and writing desk, I will try and describe the events of yesterday.

On three of the four bunks, arranged in pairs like a Pullman section in the rear half of our luxurious 8' x 20' home, my poor tired staff are still lying in dreamless exhaustion. Outside still reigns the most uncanny silence, such a silence as has not existed for months.

The day is bright, and a brief look over the wide expanse of wooded hills and deep valleys discloses hardly a sign of movement - for does not peace reign at last?

But my poor human mind cannot realize it yet, after over two months of the most severe strain that can be imposed on man. I rub my eyes and try to recall the events of the past two days. Yes, it was but four days ago that with two of my Staff we climbed Hill #378, that bald, well fortified command-





## THE DUKEHART FAMILY

ing crest that rose sharply from the heavily wooded gulches - dominating our lives - commanding our best positions - defying the assaults of three successive Divisions - the key to the strong Kreimhild defenses - and only succumbing to our third indomitable assault after a veritable hurricane of artillery fire from our entire regiment. And what a story it told. Mutely, poor scarred nature unfolded to us the sad tale of its travail and we read of the fierce machine gun defenses, the tool of these hornets, the tragedy of the undaunted assualting columns, and the final despairing retirement of its misguided defenders - running too late for cover - our pitiless shells catching them almost before they could move and more than evening up the price we paid.

And it was but three days ago that we hastily pushed forward close on the heels of our rapidly advancing infantry and barely a thousand meters behind them, dropped our gun trails on the slopes of the last of the hills so quickly won by the scourge in 1914 and looked upon by him as German soil for evermore.

And was it but yesterday that after a sleepless night of preparedness we began the attack that was to drive the Huns on in disorder, unprotected, across the plains back into the land from whence they came.

Ah yes, I remember now, how the fog hung thick and the raw chill night air got to the very marrow; how the vile gas lay in every cup-like valley; how the shells whined and moaned over the crossroads at the wood's edge.

Then rises the picture of the Infantry Command Post - the Colonel, exhausted, stretched on a bunk for a few minutes of blissful respite - his Adjutant and two of my officers laying before me the Infantry plans and the preliminary Artillery support - my comments and suggestions, followed by hurried telephone orders to carry them out, and then the slowly dragging minutes before the " H" hour - there is always that inevitable highly nervous tension just before that time - and then suddenly crash go the guns, the tension is relieved, the battle is on, and everyone waits eagerly for news.

Suddenly the phone rings, the Colonel answers, and gradually a look of blank astonishment replaces the lines of drawn concentration, excitedly he calls for a stenographer and repeats aloud the message coming over the wire while we listen in growing wonder to the incredible order for the cessation of hostilities at the 11th hour of the 11th day of the 11th month. So sudden is it, we are fairly stunned, and all the while the whistling shells land and burst without a pause.

A momentary hush, then hurried calls for runners to take the orders forward to the lines and to the batteries, and it seems as though almost instantly the intensity of fire doubles on all sides; the rattle of machine guns becomes a continuous

The first part of the paper is devoted to a discussion of the general principles of the theory of the structure of the atom. It is shown that the structure of the atom is determined by the laws of quantum mechanics, and that the laws of quantum mechanics are derived from the principles of relativity and the laws of classical mechanics. The second part of the paper is devoted to a discussion of the structure of the atom, and the third part to a discussion of the structure of the atom.

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## THE DUKEHART FAMILY

roll, the spiteful crack of rifle fire increases to a steady splatter, and the shells whine and moan and burst in incessant din. The minutes drag slowly on, and suddenly - silence, absolute silence - not a word, not a cheer - just absence of sound of any kind, a positively uncanny hush - the hour has come - a beaten foe has acknowledged the end - the great struggle is over.

In silence I ride back to my P.C. and, throwing myself down on my bunk, sleep.





BENJAMIN FRANKLIN FIERY

Lieut. W.S.A. Aviation Corps, World War.

Benjamin Franklin Fiery, son of Samuel Victor Fiery and Emily Dukehart was born in Martinsburg, W. Va., April 19, 1894.

He was graduated from Washington Lee University June, 1913, with the A.B. degree. In 1916 he received his L.L.B. degree from the Harvard School of Law.

After completing his legal education he entered the law office of Baker, Hostetter and Sidlo, of Cleveland, Ohio, in July, 1916.

Shortly after the outbreak of the World War he enlisted in the U. S. Air Service. Entering the ground school at Columbus, Ohio, on September 3, 1917, he graduated two months later and sailed from New York with the 15th Foreign Detachment, for a concentration camp at Winchester, England.

After intensive training at both French and American camps he was commissioned Second Lieutenant, May 20, 1918.

Many casualties of the student flyers occurred at the American Flying Field at Issoudun, France, while Lieutenant Fiery was stationed there.

In persuance with military routine the funeral cortege of those who had crashed the day before, headed by the corps band playing a dirge, paraded across the aviation field nearly every afternoon in full view of the student fliers in the air. This constant reminder of the hazards inherent in the undeveloped flying machine design of that time was so demoralizing to the aviation student morale that its discontinuance was ordered.

The war ended before Lieutenant Fiery reached the front, he was mustered out on March 14, 1919, and returned to his law practice in Cleveland.

He was private secretary to Newton D. Baker, Secretary of War, from January 1, 1920, to March 4, 1921.





## THE COOK FAMILY

## MAURICE VAUGHAN GRIFFIN

Member of Lost Battalion, World War

Maurice Vaughan Griffin, the second son of William Joseph Griffin and Camilla Cook Vaughan, was born October 16, 1884, in Elizabeth City, N. C. He married Fannie Mae Wert, of Tennessee on June 26, 1915. A daughter, Frances Moore Griffin was born March 1, 1921, in Denver, Colorado.

Maurice Griffin began his military career when seventeen years of age by enlisting in the North Carolina Naval Reserves at Elizabeth City, June 1902 and served until 1903. Moving to Denver, Colorado, he enlisted in the Colorado National Guards, Troop C, on September 11, 1906, being transferred to Company K, 1st Colorado Infantry, May 2nd, 1912. On December 14, 1913, he was commissioned Second Lieutenant and on December 14, 1913, was made Quartermaster and Commissary Officer.

At the outbreak of the World War he was ordered into the United States service, receiving a commission as Second Lieutenant of Infantry, June 19, 1916. On December 18th of the same year he was promoted to First Lieutenant of Company A, 157th Infantry, later being transferred to Company H and then to Company A of the 308th Infantry, 77th Division.

His first service was on the Mexican border. Ordered overseas with his division they soon saw active service and eventually were made a part of the Argonne-Meuse offensive. This action, lasting from September 26th to November 11th, 1918, was a part of the vast operations along the whole western front of the unified Allied forces, which was to eventually end the war.

On the north were the British, in the center the French, while on the south was the American Army which was to attack for the first time as an independent unit on a large sector.

In this great attack upon the Hindenburg Line the American Army consisted of three Army Corps, each consisting of three Divisions, commanded by General Pershing.

The 1st Army Corps on the left of the American forces contained, in order from left to right, the 77th, 28th and 35th Divisions. The 308th Infantry was placed at the extreme left of the American Army and next to the French.





## THE COOK FAMILY

## The Renowned Lost Division

In the face of most stubborn resistance and the difficult character of the terrain the advance was well maintained along an unbroken Allied front, however, on the morning of October 2nd, the 1st and 2nd Battalions of the 308th Infantry, consolidated under the command of Major Charles W. Whittlesey, found themselves in a ravine near what had once been the town of Binarville, trying with difficulty to manage both sides of the ravine at the same time.

On the following morning it was evidenced that their supporting contact with the American forces was cut off and from this time until reinforcements arrived on October 7th there was no communication with Regimental Headquarters except by seven carrier pigeons.

Exposed to constant enemy attack on all flanks their position was terrifyingly hazardous, at one time their own artillery laid a barrage on their position. Repeated efforts by scouts to cut through to Regimental Headquarters were unavailing. Their ammunition supply was limited. They had no medical attendance. Some of the men were entirely without food, others had but one day's rations which they shared with those who had none.

Hunger and cold added to the intense suffering of the men and on the third night of their isolation a chilly rain added to their discomfort.

The men pressed themselves flat in funk holes all along the slope, hoping to escape the constant German sniping, trench mortar shells, grenades, etc., at the same time protecting their position by rifle and machine gun fire.

On the morning of October 7th, the fifth day of the commands fight against the surrounding enemy, it was almost impossible to find men with sufficient strength to go out in the usual early patrols to size up the situation on either flank. They were even too weak to bury their comrades who had fallen the previous day.

It was at this time that their surrender was urged by the Germans under a flag of truce. Legend has made famous the reply "Go to Hell" which Whittlesey is reported to have hurled at the Germans. Thirty minutes afterwards a furious grenade attack was begun by the enemy but, in spite of the pitiful exhaustion of the Americans, their rifle fire was effective in covering their position until darkness came and the Germans withdrew.

A few minutes after seven o'clock that evening the long expected relief reached them, being companies A, B and M of the 307th Infantry, rations were soon distributed while medical attention was directed to the most severely wounded. The enemy





## THE COOK FAMILY

knew before dark that reinforcements were arriving and retreated to the north. At daybreak on October 8th, the relieving companies of the 307th Infantry left the position and advanced over the ridge in pursuit of the Germans.

At 3 o'clock that afternoon the command was assembled and all the men and officers able to walk marched slowly to regimental Headquarters. This number totaled 194, out of 554 who had been cut off in the position.

"Headquarters 77th Division

American Expeditionary Forces

March 8th, 1919

General Orders #20.

I desire to record in the general orders of this division a tribute to the valorous conduct of the following officers and enlisted men who have distinguished themselves by their special courage, service and sacrifice.

First Lieutenant Maurice Vaughan Griffin, 308th Infantry, for heroism in action west of Bois Le Burionne, October 2-8, 1918. Lieutenant Griffin was in command of a platoon on the extreme left of a detachment of companies of the first and second battalions, 308th Infantry, west of Bois Le Burionne during the period of October 2, 1918 - October 8th, 1918, when the detachment was cut off from friendly troops. Although wounded severely the second day and although unable to visit his posts he still continued to encourage and steady the men close to him and in the five closing attacks of the enemy he fired a rifle with good effect.

The splendid courage and fortitude set a fine example to his men and in a large measure was responsible for their high morale.

(signed) Robert Alexander,  
Major General U.S.A.  
Commanding"

On December 28th, 1932, the U. S. War Department awarded Lieutenant Griffin the "Silver Star" for gallantry in action based upon the above citation.

He was also awarded the "Purple Heart" for wounds received in battle.

Ref. U. S. War Dept. Records  
and History of 308th  
Infantry, Etc.

The first part of the document is a letter from the President of the United States to the Congress, dated January 1, 1861. It is a very important document, as it sets out the policy of the new administration.

The second part of the document is a report from the Secretary of the Treasury, dated January 1, 1861. It contains a detailed account of the financial state of the country.

The third part of the document is a report from the Secretary of the Interior, dated January 1, 1861. It contains a detailed account of the state of the public lands.

The fourth part of the document is a report from the Secretary of the War, dated January 1, 1861. It contains a detailed account of the military forces of the country.

The fifth part of the document is a report from the Secretary of the Navy, dated January 1, 1861. It contains a detailed account of the naval forces of the country.

The sixth part of the document is a report from the Secretary of the State, dated January 1, 1861. It contains a detailed account of the foreign relations of the country.

The seventh part of the document is a report from the Secretary of the Education, dated January 1, 1861. It contains a detailed account of the state of the public schools.

The eighth part of the document is a report from the Secretary of the Agriculture, dated January 1, 1861. It contains a detailed account of the state of the public lands.

The ninth part of the document is a report from the Secretary of the Commerce, dated January 1, 1861. It contains a detailed account of the state of the public lands.

The tenth part of the document is a report from the Secretary of the Finance, dated January 1, 1861. It contains a detailed account of the state of the public lands.



## THE COOK FAMILY

## CHARLES EDWARD GRIFFIN - WAR RECORD

Enlisted in the United States Army for the first World War December 13th, 1917, from the American University, Washington, D. C. and assigned to 15th Company of the 20th Engineer Regiment as private.

Promoted to Sergeant February 19th, 1918, promoted to Sergeant first class May 1st, 1919.

Served overseas from February 1st, 1918, to May 28, 1919. Participated in the battles of the Meuse-Argonne and St. Mihiel.

Honorably discharged with rank of Sergeant May 28, 1919, at Camp Meade, Maryland.

## ELLEGOOD VAUGHAN GRIFFIN - WAR RECORD

Enlisted in the United States Army for the first World War May 30, 1918, at Elizabeth City, N. C., sworn in at Raleigh, N. C. Assigned to the 638th Aero Squadron as private. Sailed for Europe August 8, 1918, landing at Liverpool, England.

After the signing of the Armistice was sent with army of occupation to Coblentz, Germany.

Returned to the United States June 26, 1919, and honorably discharged July 16, 1919, at Camp Jackson, S. C., with rank of Sergeant.



## THE COOK FAMILY

JOHN CHRISTOPH BLUCHER EHRLINGHAUS

54th Governor of North Carolina

The name Ehringhaus means in literal German "House of Honor" and true to that translation the family has distinguished itself during the four generations since 1812 when John Christoph Ehringhaus left his native Holtsmilden to seek his fortune in America, eventually choosing Elizabeth City, N. C., for his future home.

A few years after his arrival he married Miss Matilda Gregory, granddaughter of Colonel Isaac Gregory of Revolutionary fame.

Highly educated and extremely popular he wielded a great influence in Elizabeth City and the street on which he settled, one of the oldest in town, was named for him.

He served two terms in the North Carolina House of Representatives.

In 1817 a son was born, whom they christened John Christoph Blucher Ehringhaus. Young Blucher completed his education at the University of North Carolina devoting the years 1832-33 to the study of law.

In 1842 he was elected to represent Pasquotank County in the House of Commons, returning for a second term in 1846 was elected to the State Senate.

Blucher Ehringhaus married Miss Catherine Erskine of Virginia, they had thirteen children, the last being twin boys Blucher and Erskine.

Erskine Ehringhaus, one of the twins, began his business career as a merchant, later entering the old Citizens Bank of Elizabeth City. He married Miss Carrie Mathews, who bore him three children, the eldest being Governor John Christoph Blucher Ehringhaus, the subject of this sketch, born February 5, 1882..

Governor Ehringhaus received his B. A. Degree from the University of North Carolina in 1901 and his LL. B. Degree in 1903.

While at the University of North Carolina he was awarded a Phi Beta Kappa key for high scholastic standing. He is a member of the Delta Kappa Epsilon fraternity and the order of the Cincinnati.

After leaving college he established an extensive law practice in the Albemarle section.

In 1905 he was elected to the state legislature, was



THE UNIVERSITY OF CHICAGO

CHICAGO, ILLINOIS

TO THE HONORABLE SENATE OF THE UNIVERSITY OF CHICAGO  
I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the proposed amendment to the constitution of the University, and in reply to inform you that the same has been referred to the Committee on the subject, and that they are now considering the same.

I am, Sir, very respectfully,  
Your obedient servant,  
J. D. COLEMAN, Secretary.

Very respectfully,  
J. D. COLEMAN, Secretary.

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Very respectfully,  
J. D. COLEMAN, Secretary.

## THE COOK FAMILY

reelected in 1907 and from 1910 to 1922 was solicitor of the first judicial district.

Counted among his outstanding accomplishments are his successful promotions of state and municipal education, including the establishment of the Teachers Training School at Greenville, N. C., the state system of rural high schools and the Elizabeth City graded schools.

On January 4, 1912, he married Miss Matilda Bradford Haughton, of Washington, N. C. They have three children, John Christoph Blucher and Matilda and Haughton, twins.

John Christoph Blucher Ehringhaus was elected Governor of North Carolina on the Democratic ticket, November 8, 1932, and inaugurated January 5, 1933.

He was elected by the largest electoral majority ever given a governor of that state and was the first governor from the Albemarle Section in 106 years.

Ref.: The News and Observer,  
Raleigh, N. C.  
Jan, 1, 1933.





THE FAMILY OF  
MORTON McILVAIN DUKEHART  
AND HIS WIFE  
MABEL WOODLAND COMEGYS

Morton McIlvain Dukehart, Author of "My Heritage," received his basic training in Mechanical Engineering at the Baltimore Polytechnic Institute. His first employment was with the Newport News Ship Building and Dry Dock Company.

After three years in Newport News he returned to Baltimore and entered the Mechanical Sales Department of the Fairbanks Company, remaining with them until their buildings and stocks of mechanical appurtenances were destroyed by the great fire that devastated mercantile and industrial properties throughout a vast area of Baltimore (1904).

Shortly thereafter he became a member of the Engineering firm of Wehr, Walden & Dukehart, specializing in mechanical construction work and property management, at the same time retaining his interest in Morton McI. Dukehart Co., a mechanical sales organization that had its inception in the wake of the Baltimore fire.

He is a member of "The American Society of Heating and Ventilating Engineers," "The Air Conditioning, Heating and Ventilating Engineers of Baltimore" (past president), "The American Society of Naval Engineers" and "The Society of Naval Architects and Marine Engineers." Also holds membership in the "Society of Colonial Wars," "Sons of the Revolution," "Society of the War of 1812" and the "Southern Maryland Society" (President 1947).

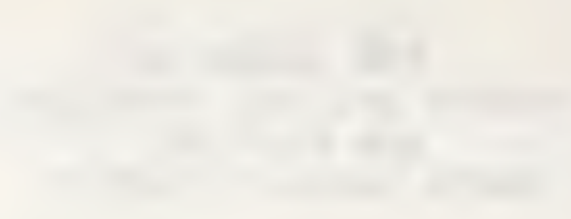
Morton McI. Dukehart married Mabel Woodland Comegys, member of a prominent Kent County Maryland family, (Dec. 19th, 1906) by whom he had three sons, Morton McIlvain, Jr., Edward Comegys and Thomas van Arden.

MORTON McI. DUKEHART, JR.

Morton, Jr., oldest son of Morton and Mabel Dukehart, upon graduating from the Baltimore Polytechnic Institute, took a two-years' course in mechanical Engineering followed by a night course in heating, ventilating and air conditioning at The Johns Hopkins University, Baltimore, Maryland. While a student at the University he was elected a member of the Phi Kappa Psi fraternity.

On leaving the University he was associated in business with his father for two years, after which he entered the employ of the Continental Can Company at their Baltimore plant.

Progressing through the various business and mechanical de-



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# The United States of America

## OFFICE OF SCIENTIFIC RESEARCH AND DEVELOPMENT

*This is to certify that*

MORTON M. DUKEHART, JR.

*has participated in work organized under the Office of Scientific Research and Development through the National Defense Research Committee, contributing to the successful prosecution of the Second World War.*

*On behalf of the Government of the United States of America, this certificate is awarded in appreciation of effective Service.*

*Office of Scientific Research and Development*

*James B. Conant*  
*Chairman*  
*National Defense Research Committee*

*Vannevar Bush*  
*Director*

*Washington, D.C.*  
*March 1, 1945*





partments of the Company, with keen perception and attention to details, he acquired an intimate knowledge of the various processes of can manufacturing which was to stand him in good stead when transferred to the head office of the Corporation in New York City (November 1938) with subsequent attachment to the Development Department where six patents on items of his design, incorporating new and improved container details, were issued in his name by the U. S. Department of Commerce.

During the next year (January 1940) he was placed with the Commercial Research Department and the following year (July 1941) advanced to assistant manager of General Line Sales - Eastern Division.

At the outbreak of the second world conflict, Morton, Jr., was placed by his Company in charge of the sales of all combatant items manufactured by them, including:- anti-tank mines, parachute case assemblies, hydrogen generators, bomb fuse containers, gas mask canisters, incendiary and smoke grenades, incendiary bomb tails and numerous similar items.

His work also included liaison with the National Defense Research Committee of the Office of Scientific Research and development to assist in designing above described items. He was awarded a citation by the Committee for his contribution to the successful prosecution of the second world war.

The certificate is illustrated on the succeeding page.

Morton McIlvain Dukehart, Jr., married Harriet Durand Fine of Baltimore (November 28, 1935) they have three children, Mabel Durand, Susan Durand and Morton McIlvain, III.

#### EDWARD COMEGYS DUKEHART

.Edward, second born of the Dukehart boys, completed his scholastic education at Johns Hopkins University (1932), graduating with a Bachelor of Science degree in Economics. He was elected class president for his first three years at the University and Honorary president during his senior year. (The first recorded award of the honor to a J.H.U. student.) While a student at Hopkins Ned was elected to membership in the "Phi Kappa Psi" fraternity and the "Omicron Delta Kappa," National honorary activities fraternity. He was a member of Varsity lacrosse team for three years and a selection for the "All American" and "All Maryland" Squads (1930).

After graduation Ned Dukehart organized and headed the firm of Edward C. Dukehart & Co.-Realtors, which he developed into a successful and lucrative enterprise.

The first part of the report deals with the general situation of the country and the progress of the work during the year. It is followed by a detailed account of the various projects and the results achieved. The report concludes with a summary of the work done and the plans for the future.

The second part of the report deals with the financial situation of the organization. It gives a detailed account of the income and expenditure for the year and shows how the funds have been used for the various projects.

The third part of the report deals with the personnel of the organization. It gives a list of the staff and their duties and shows how they have contributed to the work of the organization. It also gives a list of the volunteers and their contributions.

The fourth part of the report deals with the results of the various projects. It gives a detailed account of the work done and the results achieved. It also gives a list of the publications and other materials produced.

The fifth part of the report deals with the conclusions and recommendations. It gives a summary of the work done and the plans for the future. It also gives a list of the recommendations for the future.

The sixth part of the report deals with the appendix. It gives a list of the various documents and materials used in the report. It also gives a list of the various organizations and individuals mentioned in the report.

The seventh part of the report deals with the index. It gives a list of the various topics and subjects mentioned in the report. It also gives a list of the various pages where these topics and subjects are mentioned.

The eighth part of the report deals with the bibliography. It gives a list of the various books and articles mentioned in the report. It also gives a list of the various organizations and individuals mentioned in the report. It also gives a list of the various publications and other materials produced.

The ninth part of the report deals with the conclusion. It gives a summary of the work done and the plans for the future. It also gives a list of the recommendations for the future.



On the declaration of the second world war (1940), because of a serious foot injury in an automobile accident, he was classified "4F" by his Draft board, which completely thwarted his many sincere efforts to enlist in various arms of the U. S. Military service.

His initial contribution to national defense was as a member of the Maryland wing of the Civil Air Patrol, where he served as observer and intelligence officer.

Denied many personal applications for admittance to Army, Navy and Air Corps he closed his business at a considerable financial sacrifice and accepted a position as aerial navigation trainee with the Pennsylvania-Central Air lines which was flying intercontinental military cargo. Due to some undisclosed reason the Penn-Central's promised transport contract with the U. S. Government failed to materialize and Ned transferred to the Pan-American Airways and was installed (Feb. 1943) as navigation Instructor (in training) at the Army air forces, Flying training Detachment at Coral Gables, Florida.

Graduating from his course of training, he was appointed "navigation flight instructor" to the U. S. Army Air Cadets, which post he held until the school was terminated (Aug. 1944). During his term as flight instructor he applied for and was recommended for a commission in the Army Air Corps by a board of Army officers convened at Homestead Army Air field, Homestead, Florida. The application was rejected.

Ned was transferred (Aug. 1, 1944) to the Africa-Orient Division of the Pan American Airways to serve as a navigator in the Air Transport Command. He flew the "cannon-ball" route to Karachi, India, via Brazil, Ascension Island, the African Gold Coast, Anglo-Egyptian Sudan, Eritria, Arabia and the Indian Ocean. Later he made a number of crossings of the Mid-Atlantic Ocean via Bermuda and the Azores to Casa Blanca in French Morocco on the west coast of Africa. On the return flight to the United States his planes usually carried battle casualties. The "DC4" planes were in fact "Flying Ambulances" and were known as "litter ships" with provisions for twenty-four litters and necessary medical attendants.

Ned Dukehart married Hope Kidder Wishar (July 31, 1947), daughter of Capt. Wm. Pitts Wishar (U.S.C.G. ret.), a native of Seattle, Washington, and his wife Elise Yeamans Kidder, of Wilmington, N. C.

#### TOMMY DUKEHART

Thomas van Arden Dukehart, youngest of the Dukehart boys, followed in general the scholastic procedure of his older broth-

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TEL: 773/936-5000 FAX: 773/936-5001

TO: THE DIRECTOR, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY  
100 BUREAU DRIVE  
GAITHERSBURG, MARYLAND 20899-0001

FROM: THE DIRECTOR, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY  
100 BUREAU DRIVE  
GAITHERSBURG, MARYLAND 20899-0001  
SUBJECT: [Illegible]

RE: [Illegible]

DATE: [Illegible]

BY: [Illegible]

FOR: [Illegible]



ers by attending the primary and senior grades of Baltimore Public Schools, also the Polytechnic Institute, graduating from the Institute in the spring of 1933.

While a student at "Poly" he gained prominence in athletics, playing on the varsity Lacrosse and Ice-Hockey teams, being selected captain of the latter team.

In the fall of 1933 he entered Johns Hopkins University, majoring in business-economics. Graduating from the University in 1937 with a B. S. degree he was cited as "the outstanding athlete of the year," and was an ALL-AMERICAN Lacrosse Selection (1936, 1937). He is a member of the Phi Kappa Psi fraternity.

Enlisting as a private in the 110th Field Artillery, 29th Division, Maryland National Guard (June 1940) he was commissioned 2nd Lieutenant when the 29th Division was Federalized. After several months of training maneuvers at various camps in the Southern states he was promoted to 1st Lieutenant (March 1942), transferred to 29th Division Staff as Athletic Officer (August 1942) and sailed aboard the British Ship QUEEN MARY for England (September 1942) with the advance section of the 29th Division consisting of the 116th Infantry, combat teams, air-force casualties, etc., approximating 15,000 men in all.

Because of her great cruising speed the QUEEN MARY was unattended by a convoy but, as a safety precaution when approaching a potential enemy bombing area, she was given protection overhead by patrol planes and on this trip was accorded added protection by a British escorting vessel, a new model "ack. ack." cruiser.

The QUEEN MARY, as a further protective measure, was navigating a zig-zag course while cruising through the Irish Sea when, for some incomprehensible cause, the escorting vessel crossed her course, was struck amidships by QUEEN MARY's prow and completely severed into two sections, sinking almost instantly. The cruiser's entire crew of about 500 men were drowned.

During the two years the 29th Division trained in England, Tommy Dukehart, Special Service Staff Officer, was in complete charge of all athletic teams of the Division. Under his direction the 29th Division teams won championship titles in softball, basketball, football and boxing establishing the remarkable record of being undefeated during the two-years' competition with "all comers" from the E.T.O. (European Theatre of Operations) including teams from Ireland, Iceland and various teams of enlisted men of the U. S. Army, Navy and Air Corps. Of special import was winning the football championship of the United Nations by defeating the Canadian team before a crowd of 55,000 spectators. In preparation for duty he was selected to be one of the first two American





officers to take a special course of training at Aldershot, the celebrated British military training school.

### "D" DAY

Lieut. Dukehart was made a captain before "D" day (June 6, 1944) when the 29th Division left England, crossed the British channel and effected a landing in France on Omaha Beach under cover of U. S. Navy ships of many types, ranging from Battle ships to Destroyers and special small craft (LST, LCI, LCVP) designed for expeditiously landing personnel, armament and ammunition on the beaches.

As the American forces advanced inland Captain Tommy was Liaison Officer to the celebrated fighting units--5th Corps 2nd Division and 110th Airborne Division.

AN INTERESTING RESUME OF A "NIGHT RIDE TO THE FRONT" WAS OUTLINED BY WAR CORRESPONDENT HOLBROOK BRADLEY OF THE BALTIMORE SUN (JUNE 13, 1944).

"Information received at divisional headquarters last night indicated that several companies of infantrymen from one of our regiments were scheduled to make a river crossing somewhere in the neighborhood of Isigny.

The checking of this mission was turned over to Liaison Officer Captain Thomas vanArden Dukehart, of Baltimore. Tommy suggested there might be a story in the foray so we went out. After a quick survey of the map in the liaison tent we shoved off in the general direction of the proposed objective. Our fire power consisted of the driver's carbine, a submachine gun and some smoke bombs carried by Captain Dukehart.

Blackout driving is difficult because all roads look alike in French countryside at night and our maps are none too accurate. We did, however, have the advantage of being able to ask directions from American guards, who came from the bushes to challenge us every 100 yards or so. The correct password always brought the needed road information and permission to proceed.

The first objective on our trip was regimental headquarters, which we had been told was to our west. Following the general practice now in effect among our drivers, we bounced down the road as fast as conditions would permit. This, of course, is done as a protection against enemy snipers or ambush, the theory being that you are on them and past before they can fire.

In the bright moonlight we were able to follow the roads, and a carefully covered flashlight enabled us to read our maps.





Once or twice we stopped at a crossroads to check our location with the roadside signs, all measured in kilometers or meters. The usual practice was for the driver to cover Captain Dukehart with his rifle while he stepped over to the signpost and read the directions.

Before we knew it we were in front of the command post wondering how we had made it. The guards challenged us, and on exchange of the proper recognition we passed to a dugout 50 yards along the hedgerow where we found the officers on duty.

Across the fields we could see red flashes from our anti-aircraft in action against the Luftwaffe. All around us our artillery was bombarding enemy strong points.

The dugout used as regimental headquarters looked just like those described to us by veterans of World War I. An officer on the inside told us to lie down and slide under the edge of the blanket draped over the entrance.

Inside the staff sat about a rough board table studying maps by the light of a lantern suspended from the ceiling. Each time a shell exploded anywhere in the vicinity dirt fell from the roof down onto the working officers.

Major Roger Whitford, one time University of Maryland track star from Ruxton, was busy on the telephone checking with his advance units. In another corner working over a map was Capt. Al Warfield, of Baltimore. Another phone jingled and someone reported that an armored unit was on its way to assist in the river crossing.

We checked the general location of the unit we were seeking and were off again. Along the highway we passed a row of tank traps destroyed in the fighting a couple of days back. Next we arrived at the small town where we were supposed to turn off for the river. By now even our blackout lights were out as we drew near the actual fighting. Rifle and small-arms fire broke through the continuous roar of the artillery.

The road we were now traveling was very narrow and winding and ran through high hedgerows, making it darker than usual. Rounding a bend we saw too late that other vehicles were heading toward us and the next moment we plowed into another jeep. Luckily, the only damage was some slightly bent bumpers and a general shaking up.

A short distance down the road we ran through a little town we were hunting before we knew it. We backed up into the little

The first part of the paper is devoted to a general discussion of the problem of the existence of solutions of the system of equations (1) for arbitrary values of the parameters  $\alpha$  and  $\beta$ . It is shown that the system has solutions for all values of the parameters  $\alpha$  and  $\beta$  if and only if the condition  $\alpha + \beta > 0$  is satisfied.

In the second part of the paper the question of the uniqueness of the solutions of the system (1) is considered. It is shown that the system has a unique solution for all values of the parameters  $\alpha$  and  $\beta$  if and only if the condition  $\alpha + \beta > 0$  is satisfied.

In the third part of the paper the question of the stability of the solutions of the system (1) is considered. It is shown that the system has stable solutions for all values of the parameters  $\alpha$  and  $\beta$  if and only if the condition  $\alpha + \beta > 0$  is satisfied.

In the fourth part of the paper the question of the asymptotic behavior of the solutions of the system (1) is considered. It is shown that the system has asymptotically stable solutions for all values of the parameters  $\alpha$  and  $\beta$  if and only if the condition  $\alpha + \beta > 0$  is satisfied.

In the fifth part of the paper the question of the existence of periodic solutions of the system (1) is considered. It is shown that the system has periodic solutions for all values of the parameters  $\alpha$  and  $\beta$  if and only if the condition  $\alpha + \beta > 0$  is satisfied.

In the sixth part of the paper the question of the existence of bifurcation points of the system (1) is considered. It is shown that the system has bifurcation points for all values of the parameters  $\alpha$  and  $\beta$  if and only if the condition  $\alpha + \beta > 0$  is satisfied.

In the seventh part of the paper the question of the existence of limit cycles of the system (1) is considered. It is shown that the system has limit cycles for all values of the parameters  $\alpha$  and  $\beta$  if and only if the condition  $\alpha + \beta > 0$  is satisfied.

In the eighth part of the paper the question of the existence of invariant sets of the system (1) is considered. It is shown that the system has invariant sets for all values of the parameters  $\alpha$  and  $\beta$  if and only if the condition  $\alpha + \beta > 0$  is satisfied.

In the ninth part of the paper the question of the existence of attractors of the system (1) is considered. It is shown that the system has attractors for all values of the parameters  $\alpha$  and  $\beta$  if and only if the condition  $\alpha + \beta > 0$  is satisfied.

In the tenth part of the paper the question of the existence of repellers of the system (1) is considered. It is shown that the system has repellers for all values of the parameters  $\alpha$  and  $\beta$  if and only if the condition  $\alpha + \beta > 0$  is satisfied.



square and started off again only to be challenged by guards from the outfit we were hunting. They told us where they thought the particular companies of our search were located and we went on.

Counting the turns in the road to keep our directions we proceeded for a few hundred yards driving blind. Finally Captain Dukehart suggested that we park the jeep and proceed on foot to the river. Rather than leave the driver alone at the jeep all three of us headed down the path in single file.

Tommy whistled a tune no one could recognize but he said even though he wasn't sure himself what it was, that it would let our boys know we were coming and at the same time keep up our morale.

The crack of rifle and machine-gun fire became louder as we moved ahead. Occasionally one could hear the sharp dat-dat-dat of German machine pistols and the chatter of their machine guns. Once we halted to investigate a small tree lying across our path.

A little farther on we hit an unmarked crossroad and stopped again. We stood at the side of the road listening for sounds of our men or enemy troops, but heard nothing but the distant gunfire. Baying hounds at a farmhouse across the road gave us another moment of nervousness but when nothing followed we relaxed. Finally we decided that it was better to retreat and get our bearings, so we started back to the jeep.

Back on the road again we breathed a bit easier, and on reaching the little town a new set of guards directed us to a telephone operations post. As we walked toward the telephone, flares suddenly burst out over the front line and we stood for a moment watching the terrain light up. Occasional flashes more brilliant than the others told us where our artillery shells were exploding.

We found Capt. Frank Phelps, of Baltimore, listening on the phone when we finally found it. It was connected with his regimental command post and the forward position.

We learned here that the companies we were looking for had succeeded in crossing the river and now were battling the enemy a short distance from the other shore of the stream. Passing on this information to the armored unit coming up to help we headed back to our jeep and hit the road.

Captain Dukehart took over the driving, since the driver was not feeling any too well after the earlier collision with





the other jeep. He had evidently gotten quite a belt from the steering wheel when the jeeps hit. After getting off the main road a couple of times on the return trip we finally made it back to the command post.

It was well past 3 a. m. when we were finally challenged by the sentry of the entrance to our bivouac area. A mile or so to the south a star shell lit up the area and the big guns continued to pound.

After we had checked in, we each grabbed a blanket and rolled up on the ground outside the liaison tent. Out here in the field we have learned to sleep anywhere when we got time."

The Captain was recalled to headquarters after the first month of fighting to set up and edit a Division newspaper. The paper, titled "29 Let's Go," was delivered to men in the foxholes.

With a volunteer task force, the Captain entered St. Lo at the time of this bastion's fall, to secure facts for his sheet. Accordingly, "29 Let's Go" was the first news publication in any part of the world to report the fall of this important block to Allied planes.

Captain Tommy was given a battle field promotion to Major (October 1944). He remained with the 29th Division during the entire European Campaign, meeting up with the Russians on the far side of the Elbe River three days before the termination of hostilities. After peace was declared he transferred to the XIX Corps (July 1945) and sailed for home, three years almost to the day after he had left the States for duty over seas.

The Major was awarded the European Theatre ribbon with 4 battle stars. The Indian arrowhead for "D" day landing. Bronze star for incident during battle of St. Lo. Pre-Pearl Harbor ribbon. Occupation ribbon and several commendations from his Commanding General, Charles H. Gerhardt.

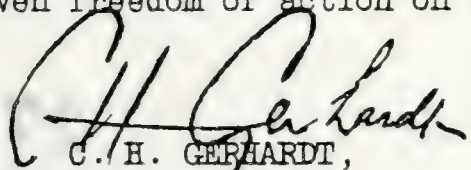
Thomas van Arden Dukehart married Elizabeth Wills Reeder (Dec. 1941), by whom he had two children, Tommy, Jr. (Tad) and Anne Hamilton.

HEADQUARTERS 29TH INFANTRY DIVISION  
A.P.O. NO. 29, U.S. ARMY

2 June 1944

MEMORANDUM: Capt. Thomas Dukehart, O-408657

The bearer is on emergency duty in connection with the loading of Force "B". It is imperative that he be given freedom of action on the roads in this area.

  
C. H. GERHARDT,  
Major General, U. S. Army,  
Commanding.



















